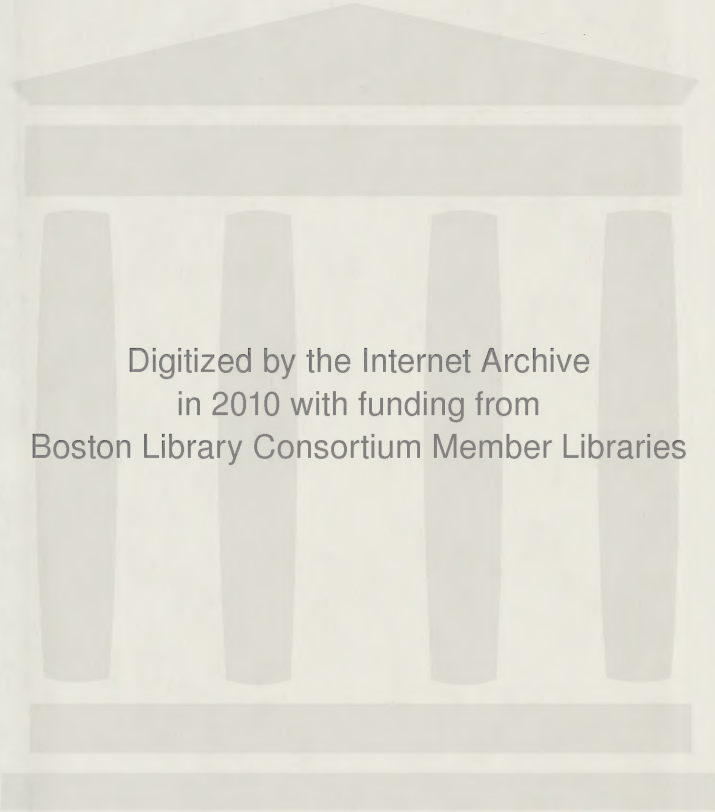


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COMPLIMENTS OF . .

BOARD OF RAILROAD COMMISSIONERS.

JAMES F. JACKSON, CHAIRMAN.

GEORGE W. BISHOP,

CLINTON WHITE,

NO. 20 BEACON STREET,

BOSTON.

CHARLES E. MANN, CLERK.



Commonwealth of Massachusetts.

THIRTY-SEVENTH ANNUAL REPORT

OF THE

BOARD OF RAILROAD COMMISSIONERS.

JANUARY, 1906.



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RAILROAD COMMISSIONERS.

JAMES F. JACKSON, Fall River, *Chairman*, . Term expires July 1, 1906.
GEORGE W. BISHOP, Newtonville, . . Term expires July 1, 1907.
CLINTON WHITE, Melrose, . . . Term expires July 1, 1908.

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GEORGE F. SWAIN, Boston, *Bridge Engineer*.

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GRAFTON UPTON, Everett, . . . Term expires October 1, 1908.
JOHN Q. HENNIGAN, East Milton, . . Term expires October 1, 1907.
LEWELLYN H. McLAIN, Melrose, . . Term expires October 1, 1906.

OFFICE, NO. 20 BEACON STREET, BOSTON.

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COMMISSIONERS' REPORT.

PART I.

RAILROAD CORPORATIONS AND STREET
RAILWAY COMPANIES.

Commonwealth of Massachusetts.

*To the Honorable Senate and House of Representatives of the Commonwealth
of Massachusetts in General Court assembled.*

We respectfully submit the thirty-seventh annual report of
the Board of Railroad Commissioners : —

RAILROADS.

Returns for the year ending June 30, 1905, have been received from forty-seven railroad corporations. Eleven only of these corporations have been engaged in actual railroad operation. Three of them, the Boston and Albany (New York Central and Hudson River, lessee), the Boston and Maine, and the New York, New Haven and Hartford, have operated over 96 per cent of the railroad mileage and conducted nearly 98 per cent of the entire passenger and freight business covered by the statistics hereinafter given.

During the past year there has been a net decrease of 3.320 miles in the length of railroad line located in this state, owing to abandonment of locations and remeasurements; an increase of 5.730 miles of second main track; an increase of .280 of a mile of third main track, and a decrease of 2.850 miles of side track.

There are now in Massachusetts 2,105.100 miles of main and branch railroad line. The total length of railroad track within the state, including second, third and fourth main track and side track, is 4,490.144 miles.

STATISTICS.

BOSTON, Jan. 1, 1906.

Board of Railroad Commissioners, Hon. JAMES F. JACKSON, Chairman.

GENTLEMEN:—I submit the following compilations of statistics from the returns of the several railroad companies to the Board for the year ending June 30, 1905.

The following table gives the length of railroad line and track in this state June 30, 1905, as compared with the previous year:—

In the following tables the 4.200 miles of road owned by the Hartford & Connecticut Western are not included.

Railroad Mileage in Massachusetts, 1904 and 1905.

| RAILROAD MILEAGE. | 1904. | 1905. | Increase. |
|-----------------------------------|-----------|-----------|-----------|
| | Miles. | Miles. | Miles. |
| Length of main and branch line, . | 2,108.420 | 2,105.100 | 3.320* |
| Length of second track, . . . | 867.697 | 873.427 | 5.730 |
| Length of third track, . . . | 41.080 | 41.360 | .280 |
| Length of fourth track, . . . | 35.170 | 35.170 | — |
| Length of side track, . . . | 1,437.937 | 1,435.087 | 2.850* |
| Total reckoned as single track, | 4,490.304 | 4,490.144 | .160* |

* Decrease.

Mileage Owned.

The total length of railroad line *owned* by the Massachusetts companies *in* and *out* of the state is 3,787.850² miles; and the total length of railroad track so owned is 7,654.484⁶ miles. The miles of main and branch line, of second, third and fourth main track, and of side track, owned June 30, 1905, and the increase over the previous year, are stated in the following table:—

Mileage Owned by Massachusetts Companies, 1904 and 1905.

| MILEAGE OWNED. | 1904. | 1905. | Increase. |
|-----------------------------------|------------------------|------------------------|-----------|
| | Miles. | Miles. | Miles. |
| Length of main and branch line, . | 3,791.320 ¹ | 3,787.850 ² | 3.470* |
| Length of second track, . . . | 1,323.197 | 1,332.517 | 9.320 |
| Length of third track, . . . | 100.700 | 100.980 | .280 |
| Length of fourth track, . . . | 94.790 | 94.790 | — |
| Length of side track, . . . | 2,323.367 ³ | 2,338.347 ⁴ | 14.980 |
| Total reckoned as single track, | 7,633.374 ⁵ | 7,654.484 ⁶ | 21.110 |

* Decrease.

¹ Includes 18.340 miles electric street railway.² Includes 18.100 miles electric street railway.³ Includes .950 of a mile of electric street railway.⁴ Includes 1.150 miles electric street railway.⁵ Includes 19.290 miles electric street railway track.⁶ Includes 19.250 miles electric street railway track.

Mileage Operated.

The length of railroad line *operated* by the Massachusetts companies, *within* and *without* the state, including roads operated under lease or contract as well as roads owned, is 4,962.100² miles; and the total length of track so operated is 9,473.624⁶ miles, — as shown in detail, with the increase for the year, in the next table : —

Mileage Operated by Massachusetts Companies, 1904 and 1905.

| MILEAGE OPERATED. | 1904. | 1905. | Increase. |
|---|------------------------|------------------------|-----------|
| | Miles. | Miles. | Miles. |
| Length of main and branch line, | 4,935.670 ¹ | 4,962.100 ² | 26.430 |
| Length of second track, | 1,428.207 | 1,443.197 | 14.990 |
| Length of third track, | 115.750 | 116.030 | .280 |
| Length of fourth track, | 108.490 | 108.490 | — |
| Length of side track, | 2,802.717 ³ | 2,843.807 ⁴ | 41.090 |
| Total, reckoned as single track, | 9,390.834 ⁵ | 9,473.624 ⁶ | 82.790 |

¹ Includes 46.220 miles electric street railway. ² Includes 45.980 miles electric street railway.

³ Includes 3.400 miles electric street railway. ⁴ Includes 3.580 miles electric street railway.

⁵ Includes 49.620 miles electric street railway, operated by the Boston & Maine.

⁶ Includes 49.560 miles electric street railway, operated by the Boston & Maine.

ASSETS AND LIABILITIES.

The gross assets of the companies, June 30, 1905, were \$484,710,-680.66. The several classes of assets, and the increase or decrease in each class as compared with 1904, appear in the following table : —

Gross Assets, June 30, 1904 and 1905.

| ASSETS. | 1904. | 1905. | Increase. |
|--------------------------------------|---------------|---------------|--------------|
| Construction, | \$287,892,759 | \$292,366,558 | \$4,473,799 |
| Equipment, | 41,205,887 | 44,900,314 | 3,694,427 |
| Land and buildings, | 1,517,412 | 1,521,457 | 4,045 |
| Stocks in other companies, | 46,797,636 | 63,763,534 | 16,965,898 |
| Bonds in other companies, | 13,017,088 | 14,756,156 | 1,739,068 |
| Other permanent property, | 2,582,634 | 2,368,328 | 214,306* |
| Cash and current assets, | 36,191,443 | 36,279,867 | 88,424 |
| Miscellaneous assets, | 27,791,257 | 28,754,467 | 963,210 |
| Gross assets, | \$456,996,116 | \$484,710,681 | \$27,714,565 |

* Decrease.

The gross liabilities at the same date, including capital stock but excluding sinking and other special funds, were \$441,087,296.38. The several kinds of liabilities, and the amount of each as compared with 1904, are shown in the next table: —

Gross Liabilities, June 30, 1904 and 1905.

| LIABILITIES. | 1904. | 1905. | Increase. |
|---|---------------|---------------|--------------|
| Capital stock, | \$237,423,886 | \$238,223,886 | \$800,000 |
| Funded debt, | 152,841,358 | 159,098,294 | 6,256,936 |
| Real estate mortgages, | 683,300 | 683,300 | — |
| Current liabilities, | 21,513,406 | 38,759,169 | 17,245,763 |
| Accrued liabilities, | 4,131,915 | 4,322,648 | 190,733 |
| Gross liabilities, ¹ | \$416,593,865 | \$441,087,297 | \$24,493,432 |
| Surplus, | 40,402,251 | 43,623,384 | 3,221,133 |
| Sinking and special funds, ² | 9,342,453 | 8,746,101 | 596,352* |

* Decrease. ¹ Exclusive of sinking and other special funds. ² Included in surplus above.

A comparison of the foregoing tables shows that there was an increase over the previous year of \$27,714,565 in gross assets, and an increase of \$24,493,432 in gross liabilities, — a balance of \$3,221,133 in favor of assets, enlarging by that amount the aggregate surplus of the companies.

Gross Assets, Liabilities and Surplus for Ten Years, 1896–1905.

| YEARS. | Gross Assets. | Gross Liabilities. | Surplus. | Per Cent. Surplus to Capital. |
|-----------------|---------------|--------------------|--------------|-------------------------------|
| 1896, | \$380,502,835 | \$363,623,710 | \$16,879,124 | 8.23 |
| 1897, | 385,439,818 | 367,353,742 | 18,086,076 | 8.78 |
| 1898, | 390,322,164 | 367,679,526 | 22,642,638 | 11.01 |
| 1899, | 400,265,132 | 375,363,693 | 24,901,439 | 11.68 |
| 1900, | 405,188,330 | 377,008,891 | 28,179,439 | 13.03 |
| 1901, | 419,743,521 | 385,417,287 | 34,326,234 | 16.32 |
| 1902, | 418,298,274 | 383,106,669 | 35,191,605 | 16.70 |
| 1903, | 432,780,849 | 394,277,139 | 38,503,710 | 16.33 |
| 1904, | 456,996,116 | 416,593,865 | 40,402,251 | 17.02 |
| 1905, | 484,710,681 | 441,087,297 | 43,623,384 | 18.31 |

The gross assets, the gross liabilities including capital stock, and the surplus of the companies, with the percentage of surplus to capital stock, at the end of each of the last ten years, are given in the preceding table.

FUNDED AND FLOATING DEBT.

The aggregate funded debt of the companies, June 30, 1905, was \$159,098,293.91 — an increase of \$6,256,935.50 from the previous year, resulting from additions and deductions in the case of the following companies: —

Additions: —

| | |
|---|----------------|
| Fitchburg, | \$3,164,000 00 |
| New England, | 1,000,000 00 |
| New York, New Haven & Hartford, | 2,698,300 00 |

| | |
|---|----------------|
| Total additions to funded debt, | \$6,862,300 00 |
|---|----------------|

Deductions: —

| | |
|------------------------------|--------------|
| Boston & Maine, | \$596,264 50 |
| Connecticut River, | 1,100 00 |
| Old Colony, | 8,000 00 |

| | |
|--|--------------|
| Total deductions from funded debt, | \$605,364 50 |
|--|--------------|

| | |
|--|----------------|
| Net increase of funded debt, | \$6,256,935 50 |
|--|----------------|

Unfunded Debt.

The amount of real estate mortgages outstanding June 30, 1905, was \$683,300.00 — there being no change from the previous year.

The total unfunded debt, including the above mortgages, was \$43,765,116.75 — an increase of \$17,436,495.60 over the previous year.

The gross debt, funded and unfunded, was \$202,863,410.66 — an increase of \$23,693,431.10.

The net debt (the gross debt less \$36,279,866.61 of cash and current assets) was \$166,583,544.05 — an increase of \$23,605,007.42.

In computing the net debt, the sum of \$28,754,467.07 returned as “miscellaneous assets,” covering materials and supplies on hand, etc., is not included with cash and current assets in the deduction from gross debt.

The funded debt, unfunded debt, gross debt and net debt, for each of the last ten years, are shown in the following table: —

Funded, Unfunded, Gross and Net Debt, 1896-1905.

| YEARS. | Funded Debt. | Unfunded Debt. ¹ | Gross Debt. | Net Debt. ² |
|-------------|---------------|-----------------------------|---------------|------------------------|
| 1896, . . . | \$132,202,380 | \$26,315,353 | \$158,517,733 | \$138,270,496 |
| 1897, . . . | 135,816,380 | 25,865,710 | 161,682,090 | 141,054,983 |
| 1898, . . . | 140,554,407 | 21,358,612 | 161,913,019 | 141,997,181 |
| 1899, . . . | 138,001,534 | 24,106,877 | 162,108,411 | 138,565,122 |
| 1900, . . . | 136,024,534 | 24,771,094 | 160,795,628 | 135,577,061 |
| 1901, . . . | 148,479,015 | 26,632,386 | 175,111,401 | 137,698,384 |
| 1902, . . . | 149,777,542 | 22,602,341 | 172,379,883 | 136,471,224 |
| 1903, . . . | 133,435,355 | 25,007,318 | 158,442,673 | 117,562,606 |
| 1904, . . . | 152,841,358 | 26,328,621 | 179,169,979 | 142,978,537 |
| 1905, . . . | 159,098,294 | 43,765,117 | 202,863,411 | 166,583,544 |

¹ Including real estate mortgages.² Gross debt less cash and current assets.

CAPITAL STOCK AND DIVIDENDS.

The aggregate capital stock of the forty-four Massachusetts corporations, June 30, 1905, was \$238,223,885.72 — a net increase of \$800,000.00 over the previous year, resulting from an addition by the Boston & Maine.

The total amount of dividends declared the last year was \$15,431,929.50 — an increase of \$446,114.00 over the previous year. Thirty of the forty-four corporations declared dividends varying in rate from 1 to 12 per cent, and fourteen paid no dividends.

One company paid 12 per cent; three paid 10 per cent; two paid 9 per cent; one paid $8\frac{3}{4}$ per cent; four paid 8 per cent; one paid $7\frac{1}{2}$ per cent; one paid 7 per cent on common and 6 per cent on preferred; four paid 7 per cent; two paid 6 per cent; one paid $5\frac{3}{4}$ per cent; two paid 5 per cent; two paid 4 per cent; one paid $3\frac{3}{4}$ per cent; one paid 3 per cent; one paid $2\frac{1}{2}$ per cent; two paid two per cent; and one paid 1 per cent.

The amount of capital stock of the thirty dividend paying companies was \$236,334,745.70,¹ on which the average rate of dividend was 6.53 per cent.

¹ Including common stock on which, in the case of two of these companies, no dividend was paid.

The following table gives the total capital stock outstanding at the end of the year; the net income available for dividends (after paying all expenses, interest, taxes, rentals and other charges); the amount of dividends declared; and the average percentage of dividends to total capital stock, for each of the last ten years:—

Capital Stock, Net Income and Dividends, 1896-1905.

| YEARS. | Capital Stock. | Net Divisible Income. | Dividends Declared. | Percentage to Total Capital Stock. |
|-------------|----------------|-----------------------|---------------------|------------------------------------|
| 1896, . . . | \$205,105,977 | \$11,625,746 | \$11,260,994 | 5.49 |
| 1897, . . . | 205,671,652 | 11,467,847 | 11,522,998 | 5.60 |
| 1898, . . . | 205,766,507 | 11,823,827 | 11,599,462 | 5.64 |
| 1899, . . . | 213,255,282 | 12,798,630 | 12,143,749 | 5.69 |
| 1900, . . . | 216,213,263 | 13,665,720 | 12,498,947 | 5.78 |
| 1901, . . . | 210,305,886 | 13,529,627 | 13,049,306 | 6.20 |
| 1902, . . . | 210,726,786 | 13,818,341 | 13,201,264 | 6.26 |
| 1903, . . . | 235,834,466 | 13,778,968 | 13,495,189 | 5.97 |
| 1904, . . . | 237,423,886 | 14,821,360 | 14,985,816 | 6.35 |
| 1905, . . . | 238,223,886 | 15,679,266 | 15,431,930 | 6.48 |

INCOME AND EXPENDITURES.

The total income of the companies from all sources, for the year ending June 30, 1905, was \$111,842,804.16, and the total expenditures, including dividends paid, were \$111,595,467.70 — showing a net surplus for the year of \$247,336.46 to be deducted from surplus account.

The sources of total income, and the amount derived from each source as compared with the previous year, were as follows:—

Total Income, 1904 and 1905.

| INCOME. | 1904. | 1905. | Increase. |
|--------------------------------------|---------------------------|---------------------------|-------------|
| Gross earnings from operation, . . . | \$95,280,348 ¹ | \$98,899,225 ² | \$3,618,877 |
| Rentals from lease of road, . . . | 11,056,595 | 10,881,486 | 175,109* |
| Income from other sources, . . . | 1,754,657 | 2,062,093 | 307,436 |
| Total income, | \$108,091,600 | \$111,842,804 | \$3,751,204 |

* Decrease.

¹ Includes \$170,334 from electric street railways.

² Includes \$201,140 from electric street railways.

The items of the total expenditures, with the surplus for the year, and the increase or decrease in each item as compared with the previous year, are shown in the following table:—

Total Expenditures, 1904 and 1905.

| EXPENDITURES. | 1904. | 1905. | Increase. |
|---------------------------------|---------------------------|---------------------------|-------------|
| Expenses of operation, . . . | \$69,145,285 ¹ | \$71,393,485 ² | \$2,248,200 |
| Interest on debt and loans, . . | 6,526,803 | 7,119,751 | 592,948 |
| Taxes, | 5,102,355 | 5,355,354 | 252,999 |
| Rentals of leased roads, . . . | 12,237,054 | 11,939,953 | 297,101* |
| Other charges on income, . . . | 258,743 | 354,995 | 96,252 |
| Dividends paid, | 14,985,816 | 15,431,930 | 446,114 |
| Total expenditures, | \$108,256,056 | \$111,595,468 | \$3,339,412 |
| Surplus for the year, | 164,456 ^d | 247,336 | 411,792 |

¹ Includes \$179,362 for operating electric street railways.

* Decrease.

² Includes \$185,593 for operating electric street railways.

^d Deficit.

EARNINGS AND EXPENSES OF OPERATION.

The gross earnings and expenses of operation the last year are classified, and compared with those of the previous year, in the following table:—

Gross Earnings and Expenses of Operation, 1904–1905.

| EARNINGS AND EXPENSES. | 1904. | 1905. | Increase. |
|----------------------------------|---------------------------|---------------------------|-------------|
| Revenue from passengers, . . . | \$36,944,760 ¹ | \$37,599,848 ² | \$655,088 |
| from mails, express, etc., . . | 6,303,573 | 6,751,294 | 447,721 |
| Revenue from freight, | 49,917,831 | 52,304,265 | 2,386,434 |
| from elevators, etc., | 1,082,979 | 1,135,175 | 52,196 |
| Other earnings from operation, . | 1,031,205 | 1,108,643 | 77,438 |
| Gross earnings from operation, . | \$95,280,348 ³ | \$98,899,225 ⁴ | \$3,618,877 |
| Operating expenses, | 69,145,285 ⁵ | 71,393,485 ⁶ | 2,248,200 |
| Net earnings from operation, . . | \$26,135,063 | \$27,505,740 | \$1,370,677 |

* Decrease.

¹ Includes \$169,836 from electric street railways.

² Includes \$200,639 from electric street railways.

³ Includes \$170,334 from electric street railways.

⁴ Includes \$201,140 from electric street railways.

⁵ Includes \$179,362 for electric street railways.

⁶ Includes \$185,593 for electric street railways.

The next two tables show the revenue from passenger service and freight service respectively, the other earnings from operation, and the gross earnings from operation, on each of the three leading roads for the last year, and on all of the roads for each of the past ten years : —

Gross Earnings from Operation (Three Roads) in 1905.

| RAILROAD COMPANIES. | Revenue from Passenger Service. | Revenue from Freight Service. | Other Earnings from Operation. | Gross Earnings from Operation. |
|----------------------------|---------------------------------------|-------------------------------------|--------------------------------------|--------------------------------------|
| Boston & Albany, . . . | \$4,976,017 | \$5,408,559 | \$363,893 | \$10,748,469 |
| Boston & Maine, . . . | 14,291,615 ¹ | 21,670,940 | 250,691 | 36,213,246 |
| N. Y., N. H. & Hartford, . | 24,146,455 | 25,341,855 | 493,638 | 49,981,948 |

¹ Includes \$201,140 from electric street railways.

Gross Earnings from Operation for Ten Years, 1896-1905.

| YEARS. | Revenue from Passenger Service. | Revenue from Freight Service. | Other Earnings from Operation. | Gross Earnings from Operation. |
|-------------|---------------------------------------|-------------------------------------|--------------------------------------|--------------------------------------|
| 1896, . . . | \$36,395,024 | \$37,885,071 | \$606,385 | \$74,886,480 |
| 1897, . . . | 34,745,628 | 36,514,714 | 674,431 | 71,934,773 |
| 1898, . . . | 34,680,057 | 38,204,984 | 714,493 | 73,599,534 |
| 1899, . . . | 35,325,236 | 39,310,129 | 794,697 | 75,430,062 |
| 1900, . . . | 37,732,243 | 43,625,099 | 833,951 | 82,191,293 |
| 1901, . . . | 37,788,899 | 43,883,434 | 713,253 | 82,385,586 |
| 1902, . . . | 39,959,789 | 45,984,272 | 976,504 | 86,920,565 |
| 1903, . . . | 42,524,082 | 49,717,755 | 1,084,095 | 93,325,932 |
| 1904, . . . | 43,248,333 | 51,000,810 | 1,031,205 | 95,280,348 |
| 1905, . . . | 44,351,142 | 53,439,440 | 1,108,643 | 98,899,225 |

Ratio of Operating Expenses to Gross Earnings.

The following tables give in like manner the gross earnings from operation, the operating expenses, the ratio of operating expenses to gross earnings, and the net earnings from operation of the three leading companies for the last year, and of all the companies for ten years :—

Ratio of Operating Expenses to Gross Earnings (Three Roads) in 1905.

| RAILROAD COMPANIES. | Gross Earnings from Operation. | Operating Expenses. | Percentage of Expenses to Earnings. | Net Earnings from Operation. |
|--------------------------|--------------------------------|-------------------------|-------------------------------------|------------------------------|
| Boston & Albany, . | \$10,748,468 | \$7,227,157 | 67.24 | \$3,521,311 |
| Boston & Maine, . | 36,213,245 ¹ | 26,619,740 ² | 73.51 | 9,593,505 |
| N. Y., N. H. & Hartford, | 49,981,948 | 35,833,023 | 71.69 | 14,148,925 |

¹ Includes \$201,140 from electric street railways.

² Includes \$185,593 for electric street railways.

Ratio of Operating Expenses to Gross Earnings, 1896-1905.

| YEARS. | Gross Earnings from Operation. | Operating Expenses. | Percentage of Expenses to Earnings. | Net Earnings from Operation. |
|-------------|--------------------------------|---------------------|-------------------------------------|------------------------------|
| 1896, . . . | \$74,886,480 | \$52,362,382 | 69.92 | \$22,524,098 |
| 1897, . . . | 71,934,773 | 49,413,299 | 68.69 | 22,521,474 |
| 1898, . . . | 73,599,534 | 50,890,883 | 69.28 | 22,708,651 |
| 1899, . . . | 75,430,061 | 51,490,351 | 68.26 | 23,939,710 |
| 1900, . . . | 82,191,293 | 56,900,642 | 69.23 | 25,290,651 |
| 1901, . . . | 82,385,586 | 57,293,591 | 69.54 | 25,091,995 |
| 1902, . . . | 86,920,565 | 61,355,821 | 70.59 | 25,564,744 |
| 1903, . . . | 93,325,932 | 67,774,864 | 72.62 | 25,551,068 |
| 1904, . . . | 95,280,348 | 69,145,285 | 72.57 | 26,135,063 |
| 1905, . . . | 98,899,225 | 71,393,485 | 72.19 | 27,505,740 |

Earnings and Expenses per Mile of Road Operated.

The average gross earnings and expenses of operation, and the net earnings from operation, per total mile of road operated by the three leading companies for the last year, and by all of the companies for each of the past ten years, are shown in the following tables :—

*Earnings and Expenses per Mile of Road Operated (Three Roads)
in 1905.*

| RAILROAD COMPANIES. | Gross Earnings. | Operating Ex- penses. | Net Earnings. |
|------------------------------|---------------------|--------------------------|--------------------|
| Boston & Albany, | \$27,385 | \$18,413 | \$8,972 |
| Boston & Maine, | 16,060 ¹ | 11,789 ¹ | 4,271 ¹ |
| N. Y., N. H. & Hartford, . . | 23,938 | 17,162 | 6,776 |

¹ Not including electric street railways.

Earnings and Expenses per Mile of Road Operated, 1896-1905.

| YEARS. | Gross Earnings. | Operating Expenses. | Net Earnings. | YEARS. | Gross Earnings. | Operating Expenses. | Net Earnings. |
|---------|--------------------|------------------------|------------------|---------|--------------------|------------------------|------------------|
| 1896, . | \$15,845 | \$11,079 | \$4,766 | 1901, . | \$16,864 | \$11,728 | \$5,136 |
| 1897, . | 15,229 | 10,461 | 4,768 | 1902, . | 17,785 | 12,554 | 5,231 |
| 1898, . | 15,571 | 10,766 | 4,805 | 1903, . | 19,020 | 13,813 | 5,207 |
| 1899, . | 15,773 | 10,767 | 5,006 | 1904, . | 19,304 | 14,009 | 5,295 |
| 1900, . | 16,894 | 11,696 | 5,198 | 1905, . | 19,931 | 14,388 | 5,543 |

Earnings and Expenses per Revenue-Train Mile.

The average gross earnings and expenses of operation, and the net earnings from operation, per total mile run by trains earning revenue, on all of the roads, for each of the last ten years, have been as follows : —

Earnings and Expenses per Total Revenue-Train Mile, 1896-1905.

| YEARS. | Gross Earnings. | Operating Expenses. | Net Earnings. | YEARS. | Gross Earnings. | Operating Expenses. | Net Earnings. |
|---------|--------------------|------------------------|------------------|---------|--------------------|------------------------|------------------|
| 1896, . | \$1.664 | \$1.163 | \$0.501 | 1901, . | \$1.825 | \$1.269 | \$0.556 |
| 1897, . | 1.638 | 1.125 | .513 | 1902, . | 1.853 | 1.308 | .545 |
| 1898, . | 1.637 | 1.132 | .505 | 1903, . | 1.887 | 1.370 | .517 |
| 1899, . | 1.653 | 1.128 | .525 | 1904, . | 1.864 | 1.352 | .512 |
| 1900, . | 1.791 | 1.240 | .551 | 1905, . | 1.936 | 1.398 | .533 |

Earnings and Expenses per Revenue-Train Mile (Three Roads) in 1905.

| RAILROAD COMPANIES. | Gross Earnings per Passenger-Train Mile. | Gross Earnings per Freight-Train Mile. | PER TOTAL REVENUE-TRAIN MILE. | | |
|--------------------------|--|--|-------------------------------|---------------------|---------------|
| | | | Gross Earnings. | Operating Expenses. | Net Earnings. |
| Boston & Albany, . . | \$1.401 | \$2.158 | \$1.774 | \$1.193 | \$0.581 |
| Boston & Maine, . . | 1.246 ¹ | 2.484 | 1.798 ¹ | 1.319 ¹ | .479 |
| N. Y., N. H. & Hartford, | 1.570 | 3.260 | 2.159 | 1.548 | .611 |

¹ Not including electric street railways.

The average gross earnings from operation per passenger-train mile and per freight-train mile, and the gross and net earnings and operating expenses per total revenue-train mile, on the three leading railroads of the state, are given for the last year in the preceding table.

The *expenses* of operation per passenger-train mile and per freight-train mile, respectively, cannot be stated, because the operating expenses of the passenger department are not kept by the companies separately from those of the freight department.

Earnings and Expenses per Total Train Mile.

The average gross earnings and operating expenses per train mile of *all* trains, including switching, construction and other trains not earning revenue, on all of the roads for the last ten years, and on each of the three leading roads for the last two years, are stated in the following tables: —

Earnings and Expenses per Total Train Mile, 1896-1905.

| YEARS. | Gross Earnings. | Operating Expenses. | Net Earnings. | YEARS. | Gross Earnings. | Operating Expenses. | Net Earnings. |
|---------|-----------------|---------------------|---------------|---------|-----------------|---------------------|---------------|
| 1896, . | \$1.303 | \$0.913 | \$0.390 | 1901, . | \$1.350 | \$0.939 | \$0.411 |
| 1897, . | 1.296 | .890 | .406 | 1902, . | 1.359 | .959 | .400 |
| 1898, . | 1.304 | .902 | .402 | 1903, . | 1.383 | 1.004 | .379 |
| 1899, . | 1.335 | .911 | .424 | 1904, . | 1.381 | 1.002 | .379 |
| 1900, . | 1.392 | .964 | .428 | 1905, . | 1.462 | 1.055 | .407 |

Earnings and Expenses per Total Train Mile (Three Roads) in 1904 and 1905.

| RAILROAD COMPANIES. | GROSS EARNINGS. | | OPERATING EXPENSES. | | NET EARNINGS. | |
|--------------------------|--------------------|--------------------|---------------------|-------------------|---------------|---------|
| | 1904. | 1905. ¹ | 1904. | 1905. | 1904. | 1905. |
| Boston & Albany, . . | \$1.364 | \$1.731 | \$0.949 | \$1.164 | \$0.415 | \$0.567 |
| Boston & Maine, . . | 1.207 ¹ | 1.233 ¹ | .872 ¹ | .905 ¹ | .335 | .328 |
| N. Y., N. H. & Hartford, | 1.572 | 1.656 | 1.144 | 1.187 | .428 | .469 |

¹ Not including electric street railways.

VOLUME OF TRAFFIC.

Train Mileage.

The total number of miles run by passenger trains (including in the passenger train mileage one-quarter of the mixed train mileage) the last year, on the roads of all the companies, was 31,560,016 — a decrease of 316,656 miles from the previous year; by freight trains (including three-quarters of the mixed train mileage), 19,518,636 — an increase of 268,434 miles; and by all other trains 16,565,460 — a decrease of 1,309,524 miles, making the total number of miles run by trains of all kinds 67,644,112 — a decrease of 1,357,746 miles from the previous year.

The mileage of passenger, freight and other trains, for each of the last ten years, is stated in the following table: —

Train Mileage for Ten Years, 1896-1905.

| YEARS. | MILES RUN BY | | | Total Train Mileage. |
|-------------|-------------------|-----------------|---------------|----------------------|
| | Passenger Trains. | Freight Trains. | Other Trains. | |
| 1896, . . . | 26,392,246 | 18,354,625 | 12,610,907 | 57,357,778 |
| 1897, . . . | 26,236,109 | 17,452,890 | 11,834,184 | 55,523,183 |
| 1898, . . . | 27,046,501 | 17,721,128 | 11,666,838 | 56,434,467 |
| 1899, . . . | 27,749,110 | 17,691,524 | 11,067,915 | 56,508,549 |
| 1900, . . . | 28,220,270 | 17,680,269 | 13,151,881 | 59,052,420 |
| 1901, . . . | 28,528,070 | 16,624,823 | 15,888,988 | 61,041,881 |
| 1902, . . . | 29,651,287 | 17,261,795 | 17,032,739 | 63,945,821 |
| 1903, . . . | 30,925,409 | 18,523,087 | 18,031,805 | 67,480,301 |
| 1904, . . . | 31,876,672 | 19,250,202 | 17,874,984 | 69,001,858 |
| 1905, . . . | 31,560,016 | 19,518,636 | 16,565,460 | 67,644,112 |

The next table shows the train mileage on each of the three leading railroads of the state for the last year : —

Train Mileage (Three Roads) in 1905.

| RAILROAD COMPANIES. | MILES RUN BY | | | Total Train Mileage. |
|--------------------------|-------------------|-----------------|---------------|----------------------|
| | Passenger Trains. | Freight Trains. | Other Trains. | |
| Boston & Albany, . . | 3,551,168 | 2,506,461 | 152,738 | 6,210,367 |
| Boston & Maine, . . | 11,312,424 | 8,724,307 | 9,169,248 | 29,205,979 |
| N. Y., N. H. & Hartford, | 15,375,242 | 7,772,940 | 7,036,577 | 30,184,759 |

Passenger Traffic.

The total number of passengers carried the last year was 127,439,566¹ — an increase of 2,955,901 passengers over the previous year. Each passenger on the steam roads travelled on the average a distance of 17.75 miles, making the total passenger mileage 2,205,586,782.²

The total volume of passenger traffic for each of the last ten years is shown in the following table : —

Passenger Mileage for Ten Years, 1896-1905.

| YEARS. | Passengers Carried. | Average Journey. (Miles.) | Total Passenger Mileage. | Average Passengers per Train Mile. |
|-------------|--------------------------|---------------------------|----------------------------|------------------------------------|
| 1896, . . . | 111,629,051 | 15.89 | 1,773,733,208 | 67 |
| 1897, . . . | 102,743,890 | 16.29 | 1,674,175,174 | 64 |
| 1898, . . . | 101,940,722 | 16.47 | 1,678,640,940 | 63 |
| 1899, . . . | 102,043,980 | 16.82 | 1,716,081,605 | 62 |
| 1900, . . . | 108,768,303 | 17.08 | 1,858,253,279 | 66 |
| 1901, . . . | 108,758,528 | 17.09 | 1,859,200,923 | 65 |
| 1902, . . . | 115,645,897 | 17.14 | 1,982,170,406 | 67 |
| 1903, . . . | 123,162,793 | 17.16 | 2,112,874,995 | 68 |
| 1904, . . . | 124,483,665 ³ | 17.49 ² | 2,133,524,260 ² | 67 ² |
| 1905, . . . | 127,439,566 ¹ | 17.75 ² | 2,205,586,782 ² | 70 ² |

¹ Includes 3,205,299 on electric street railways.

² Not including electric street railways.

³ Includes 2,567,868 on electric street railways.

The passenger mileage on the three leading railroads during the last year was as follows:—

Passenger Mileage (Three Roads) in 1905.

| RAILROAD COMPANIES. | Passengers Carried. | Average Journey. (Miles.) | Total Passenger Mileage. | Average Passengers per Train Mile. |
|--------------------------|-------------------------|---------------------------|--------------------------|------------------------------------|
| Boston & Albany, . | 10,747,920 | 23.71 | 254,878,779 | 72 |
| Boston & Maine, . | 41,874,810 ¹ | 18.17 ² | 702,490,018 ² | 62 ² |
| N. Y., N. H. & Hartford, | 63,323,475 | 18.57 | 1,175,639,026 | 76 |

¹ Includes 3,205,299 on electric street railways.

² Not including electric street railways.

Freight Traffic.

The total number of tons of freight hauled on all the roads the last year was 45,874,649 — an increase of 2,147,135 tons over the previous year. Each ton of freight was hauled on the average a distance of 92.31 miles, making the total freight mileage 4,234,491,283 — an increase of 289,464,990 tons hauled one mile, over the previous year.

Freight Mileage for Ten Years, 1896–1905.

| YEARS. | Tons of Freight Hauled. | Average Haul. (Miles.) | Total Freight Mileage. | Average Tons per Train Mile. |
|---------------|-------------------------|------------------------|------------------------|------------------------------|
| 1896, | 34,605,838 | 83.18 | 2,878,369,521 | 155 |
| 1897, | 33,276,416 | 84.80 | 2,821,770,240 | 160 |
| 1898, | 35,338,724 | 85.54 | 3,022,770,499 | 172 |
| 1899, | 36,228,084 | 88.65 | 3,211,643,434 | 182 |
| 1900, | 40,316,711 | 85.81 | 3,459,439,263 | 195 |
| 1901, | 39,463,814 | 89.07 | 3,515,066,493 | 211 |
| 1902, | 41,440,170 | 86.70 | 3,592,963,862 | 208 |
| 1903, | 43,992,978 | 89.31 | 3,928,993,919 | 212 |
| 1904, | 43,727,514 | 90.22 | 3,945,026,293 | 205 |
| 1905, | 45,874,649 | 92.31 | 4,234,491,283 | 217 |

The preceding table gives the total volume of freight traffic for each of the last ten years.

The next table gives the freight mileage on the three leading roads for the last year:—

Freight Mileage (Three Roads) in 1905.

| RAILROAD COMPANIES. | Tons of Freight Hauled. | Average Haul. (Miles.) | Total Freight Mileage. | Average Tons per Train Mile. |
|--------------------------|-------------------------|------------------------|------------------------|------------------------------|
| Boston & Albany, . | 5,200,102 | 111.46 | 579,624,562 | 231 |
| Boston & Maine, . | 20,546,826 | 90.24 | 1,854,130,258 | 213 |
| N. Y., N. H. & Hartford, | 18,321,327 | 95.13 | 1,742,915,367 | 224 |

FARES AND FREIGHTS.

Passenger Fares.

The average passenger fare per mile on the Massachusetts railroads for each of the last thirty years, as ascertained from the annual returns to the Board, is given in the following table:—

Average Passenger Fare per Mile (All Massachusetts Roads) for 30 Years, 1876 to 1905.

| YEARS. | Fares. | YEARS. | Fares. | YEARS. | Fares. |
|-----------|--------|-----------|--------|-----------|-------------------|
| | Cents. | | Cents. | | Cents. |
| 1876, . . | 2.23 | 1886, . . | 1.88 | 1896, . . | 1.79 |
| 1877, . . | 2.22 | 1887, . . | 1.85 | 1897, . . | 1.80 |
| 1878, . . | 2.18 | 1888, . . | 1.90 | 1898, . . | 1.78 |
| 1879, . . | 2.11 | 1889, . . | 1.87 | 1899, . . | 1.77 |
| 1880, . . | 2.05 | 1890, . . | 1.82 | 1900, . . | 1.75 |
| 1881, . . | 2.02 | 1891, . . | 1.83 | 1901, . . | 1.75 |
| 1882, . . | 2.00 | 1892, . . | 1.83 | 1902, . . | 1.73 |
| 1883, . . | 2.00 | 1893, . . | 1.83 | 1903, . . | 1.73 |
| 1884, . . | 1.92 | 1894, . . | 1.80 | 1904, . . | 1.72 ¹ |
| 1885, . . | 1.88 | 1895, . . | 1.78 | 1905, . . | 1.70 ¹ |

¹ Does not include electric street railways.

The following table gives the average passenger fares per mile on the *five* leading Massachusetts railroads, taken singly and as a group, for the years 1870, 1880 and 1890, and for each of the last three years, 1903 to 1905 inclusive:—

*Average Passenger Fare per Mile (Five Roads) in 1870, 1880, 1890
and 1903-1905.*

| RAILROAD COMPANIES. | 1870. | 1880. | 1890. | 1903. | 1904. | 1905. |
|------------------------------|--------|--------|--------|--------|-------------------|-------------------|
| | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. |
| Boston & Albany, | 2.78 | 2.09 | 1.86 | 1.73 | 1.68 | 1.64 |
| Boston & Maine, | 2.14 | 2.14 | 1.83 | 1.77 | 1.78 ¹ | 1.76 ¹ |
| Fitchburg, | 2.56 | 1.88 | 1.91 | - | - | - |
| New England, | - | 2.12 | 1.96 | - | - | - |
| N. Y., N. H. & Hartford, . . | 2.38 | 1.92 | 1.73 | 1.73 | 1.73 | 1.70 |
| All five companies, . . . | 2.40 | 2.01 | 1.81 | 1.74 | 1.74 | 1.71 |

¹ Does not include electric street railways.

Freight Rates.

In the tables which follow, the average rates per ton mile for the transportation of merchandise on the railroads of this state are shown for the same years and intervals of years, for all of the roads and for the same groups of roads, as in the preceding tables of passenger fares.

The first table gives the average freight rate per ton mile on all of the roads for each of the last thirty years : —

*Average Freight Rate per Ton Mile (All Massachusetts Roads) for
30 Years, 1876 to 1905.*

| YEARS. | Rates. | YEARS. | Rates. | YEARS. | Rates. |
|-------------|--------|-------------|--------|-------------|--------|
| | Cents. | | Cents. | | Cents. |
| 1876, . . . | 2.17 | 1886, . . . | 1.64 | 1896, . . . | 1.28 |
| 1877, . . . | 2.07 | 1887, . . . | 1.62 | 1897, . . . | 1.25 |
| 1878, . . . | 1.92 | 1888, . . . | 1.55 | 1898, . . . | 1.22 |
| 1879, . . . | 1.82 | 1889, . . . | 1.50 | 1899, . . . | 1.18 |
| 1880, . . . | 1.84 | 1890, . . . | 1.45 | 1900, . . . | 1.22 |
| 1881, . . . | 1.71 | 1891, . . . | 1.42 | 1901, . . . | 1.20 |
| 1882, . . . | 1.71 | 1892, . . . | 1.36 | 1902, . . . | 1.24 |
| 1883, . . . | 1.72 | 1893, . . . | 1.39 | 1903, . . . | 1.23 |
| 1884, . . . | 1.64 | 1894, . . . | 1.33 | 1904, . . . | 1.27 |
| 1885, . . . | 1.59 | 1895, . . . | 1.28 | 1905, . . . | 1.14 |

The following table shows the average rate per ton mile on the *five* leading railroads of the state, taken singly and as a group, in 1870, 1880 and 1890, and for each of the last three years, 1903 to 1905:—

Average Freight Rate per Ton Mile (Five Roads) in 1870, 1880, 1890 and 1903-1905.

| RAILROAD COMPANIES. | 1870. | 1880. | 1890. | 1903. | 1904. | 1905. |
|------------------------------|--------|--------|--------|--------|--------|--------|
| | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. |
| Boston & Albany, | 2.19 | 1.21 | 1.11 | 0.97 | 0.99 | 0.93 |
| Boston & Maine, | 4.45 | 2.56 | 1.76 | 1.13 | 1.18 | 1.15 |
| Fitchburg, | 4.81 | 1.37 | 0.99 | — | — | — |
| New England, | — | 2.86 | 1.22 | — | — | — |
| N. Y., N. H. & Hartford, . . | 4.09 | 2.41 | 2.07 | 1.41 | 1.42 | 1.41 |
| All five companies, | 2.95 | 1.65 | 1.44 | 1.23 | 1.26 | 1.23 |

COST OF REPAIRS, WAGES AND FUEL.

The average cost of certain specified items of repairs and renewals, and also of wages and fuel, per total train mile, on all of the roads for the past six years, and on each of the three leading roads for the last year, appears in the following tables:—

Cost of Repairs, etc., per Total Train Mile, 1900-1905.

| REPAIRS, WAGES, ETC. | 1900. | 1901. | 1902. | 1903. | 1904. | 1905. |
|---------------------------------------|---------|---------|-------------------|-------------------|-------------------|-------------------|
| Repair of roadbed, ¹ . . . | \$0.109 | \$0.101 | \$0.105 | \$0.098 | \$0.100 | \$0.104 |
| Renewal of rails, | .006 | .005 | .005 | .004 | .007 | .006 |
| Repair of bridges, | .018 | .014 | .016 | .016 | .016 | .022 |
| Repair of locomotives, . . | .069 | .055 | .053 | .049 | .056 | .070 |
| Repair of passenger cars, . | .036 | .039 | .041 ² | .070 ² | .059 ² | .065 ² |
| Repair of freight cars, . . | .039 | .040 | .166 ³ | .096 ³ | .116 ³ | .116 ³ |
| Wages, | .328 | .324 | .329 | .343 | .356 | .369 |
| Fuel, | .109 | .119 | .130 | .174 | .157 | .156 |
| Totals, | \$0.714 | \$0.697 | \$0.875 | \$0.850 | \$0.867 | \$0.908 |

¹ Including renewal of ties.

² Per total passenger train mile.

³ Per total freight train mile.

Cost of Repairs, etc., per Total Train Mile (Three Roads) in 1905.

| REPAIRS, WAGES, ETC. | Boston & Albany. | Boston & Maine. | N. Y., N. H. & Hartford. |
|--|------------------|-----------------|--------------------------|
| Repair of roadbed, ¹ | \$0.125 | \$0.104 | \$0.102 |
| Renewal of rails, | .009 | .005 | .006 |
| Repair of bridges, | .009 | .014 | .030 |
| Repair of locomotives, | .109 | .063 | .071 |
| Repair of passenger cars, ² | .052 | .074 | .064 |
| Repair of freight cars, ³ | .081 | .128 | .118 |
| Wages, | .360 | .317 | .428 |
| Fuel, | .192 | .145 | .162 |
| Totals, | \$0.937 | \$0.850 | \$0.981 |

¹ Including renewal of ties.² Per total passenger-train mile.³ Per total freight-train mile.

The next table gives the cost of repairs per locomotive and per car on each of the same three roads the last year: —

Cost of Repairs per Locomotive and per Car (Three Roads) in 1905.

| RAILROAD COMPANIES. | Per Locomotive. | Per Passenger Car. ¹ | Per Freight Car. |
|----------------------------------|-----------------|---------------------------------|------------------|
| Boston & Albany, | \$2,462 56 | \$475 70 | \$64 34 |
| Boston & Maine, | 1,799 48 | 515 35 | 68 18 |
| N. Y., N. H. & Hartford, | 1,819 44 | 467 30 | 54 55 |

¹ Including baggage, express and mail cars.

ROLLING STOCK.

The following table shows the amount of rolling stock (owned and leased) of all the companies, as returned at the end of each of the last seven years: —

Schedule of Rolling Stock, 1899-1905.

| ROLLING STOCK. | 1899. | 1900. | 1901. | 1902. | 1903. | 1904. | 1905. |
|-----------------------------------|--------|--------|--------|--------|--------|--------|--------|
| Locomotives, . | 2,091 | 2,102 | 2,169 | 2,202 | 2,277 | 2,390 | 2,528 |
| Passenger cars, . | 3,144 | 3,161 | 3,255 | 3,263 | 3,338 | 3,508 | 3,528 |
| Baggage, express and mail cars, . | 582 | 610 | 566 | 627 | 650 | 654 | 686 |
| Freight cars, . | 33,935 | 34,292 | 33,801 | 33,452 | 34,825 | 37,938 | 37,009 |
| Gravel cars, etc., . | 1,937 | 1,980 | 1,850 | 1,801 | 1,865 | 1,887 | 1,947 |

NUMBER OF EMPLOYEES.

The average number of persons employed during the last year by all the railroad corporations making returns to the Board was 61,564, an increase of 1,408 over the previous year. The following table gives the average number of employees for each of the last ten years : —

Average Number of Employees, 1896-1905.

| YEARS. | Number of Employees. | YEARS. | Number of Employees. |
|---------------|-------------------------|---------------|-------------------------|
| 1896, | 52,127 | 1901, | 53,564 |
| 1897, | 50,924 | 1902, | 56,388 |
| 1898, | 51,602 | 1903, | 58,888 |
| 1899, | 51,881 | 1904, | 60,156 |
| 1900, | 53,045 | 1905, | 61,564 |

Respectfully submitted,

FRED E. JONES,
Statistician.

SUMMARY OF RAILROAD ACCIDENTS.

The number of persons killed and injured on the railroads in Massachusetts, as reported by the several companies during the year ending June 30, 1905, together with the number reported in each of the preceding ten years, is shown by the following table : —

Number of Persons Killed and Injured on Railroads in Massachusetts, 1895-1905.

| YEAR ENDING JUNE 30. | PASSENGERS. | | EMPLOYEES. | | TRAVELLERS ON HIGHWAY AT GRADE CROSSINGS. ¹ | | TRESPASSERS. | | UNCLASSIFIED. | | TOTAL. | |
|----------------------|-------------|----------|------------|----------|--|----------|--------------|----------|---------------|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| | | | | | | | | | | | | |
| 1895, | 5 | 43 | 67 | 533 | 29 | 52 | 147 | 105 | - | - | 248 | 733 |
| 1896, | 10 | 79 | 74 | 504 | 38 | 36 | 152 | 132 | - | - | 274 | 751 |
| 1897, | 1 | 62 | 70 | 467 | 37 | 38 | 140 | 104 | - | - | 248 | 671 |
| 1898, | 6 | 142 | 49 | 535 | 28 | 55 | 145 | 117 | - | - | 228 | 849 |
| 1899, | 10 | 195 | 63 | 527 | 34 | 42 | 105 | 96 | - | - | 212 | 860 |
| 1900, | 4 | 89 | 51 | 479 | 30 | 49 | 136 | 89 | - | - | 221 | 706 |
| 1901, | 4 | 33 | 61 | 323 | 25 | 19 | 89 | 57 | - | - | 179 | 432 |
| 1902, | 11 | 104 | 71 | 486 | 29 | 19 | 124 | 62 | - | - | 235 | 671 |
| 1903, | 7 | 49 | 95 | 466 | 33 | 19 | 128 | 44 | - | - | 263 | 578 |
| 1904, | 4 | 70 | 87 | 417 | 31 | 29 | 139 | 75 | 3 | 7 | 264 | 598 |
| Total, | 62 | 866 | 688 | 4,737 | 314 | 358 | 1,305 | 881 | 3 | 7 | 2,372 | 6,849 |
| Average, | 6 | 87 | 69 | 474 | 31 | 36 | 131 | 88 | - | - | 237 | 685 |
| 1905, | 6 | 49 | 80 | 438 | 25 | 14 | 142 | 61 | 11 | 15 | 264 | 577 |

¹ Includes persons killed and injured while crossing tracks at stations in each of the years, 1895-1903, inclusive.

In addition to the above, there were also reported during the year 65 accidents involving serious detention of passenger trains, but from which no personal injury resulted.

The total number of persons killed and injured during the year ending June 30, 1905, namely, 841, shows a decrease of 21 from the number reported for the preceding fiscal year, and a decrease of 81 from the average number reported annually for the preceding ten years. Of the whole number of casualties, 264 were fatal, as against the same number reported for the year ending June 30, 1904, and as against 237, the average number of fatalities annually for the preceding ten years; while 577 were not fatal, as against 598 reported during the year ending June 30, 1904, and as against an average of 685 for the preceding ten-year period.

Of the total number of persons injured, 27 were children, of whom 20 were fatally injured.

Eighteen persons were killed and 50 injured at stations during the year.

The following table shows the percentage of passengers, employees, travellers on highway at grade crossings, and trespassers respectively killed and injured during the year ending June 30, 1905:—

| | Killed. | Injured. | Total. |
|---|---------|----------|--------|
| Passengers, | 2.27 | 8.49 | 6.54 |
| Employees, | 30.30 | 75.91 | 61.59 |
| Travellers on highway at grade crossings, . | 9.47 | 2.43 | 4.64 |
| Trespassers, | 53.79 | 10.57 | 24.14 |
| Unclassified, | 4.17 | 2.60 | 3.09 |
| Total, | 100.00 | 100.00 | 100.00 |

Passengers.

Six passengers were killed and 49 were injured during the year. All of the fatalities are reported to have occurred as the result of imprudence on the part of the passengers. Of the total number injured, namely, 49, 29 were reported as

injured from causes beyond their control, while 20 were reported as injured through their own fault. The total number of passengers killed and injured during the preceding year was 4 and 70, respectively. The average number of passengers killed and injured annually during the ten years, 1895-1904, was 6 and 87, respectively.

The following table shows the ratio of passengers killed and injured to the total number of passengers carried and miles travelled in Massachusetts during the year ending June 30, 1905 : —

| PASSENGERS CARRIED, ETC. | 1904. | 1905. |
|---|------------------|-----------------|
| Total number of passengers carried in Massachusetts, ¹ | 97,532,638 | 99,897,358 |
| Total miles travelled in Massachusetts, ¹ | 1,706,819,408 | 1,764,469,426 |
| Passengers <i>killed</i> by causes beyond their control, | 2 | 0 |
| Ratio to total passengers carried, . . . | 1 to 48,766,319 | — |
| Ratio to total miles travelled, . . . | 1 to 853,409,704 | — |
| Passengers <i>injured</i> by causes beyond their control, . . . | 32 | 29 |
| Ratio to total passengers carried, . . . | 1 to 3,047,895 | 1 to 3,444,736 |
| Ratio to total miles travelled, . . . | 1 to 53,338,107 | 1 to 60,843,773 |
| Passengers <i>killed</i> by their own fault or want of care, . . . | 2 | 6 |
| Ratio to passengers carried, . . . | 1 to 48,766,319 | 1 to 16,649,560 |
| Passengers <i>injured</i> by their own fault or want of care, . . . | 38 | 20 |
| Ratio to passengers carried, . . . | 1 to 2,566,648 | 1 to 4,994,868 |

¹ The total number of passengers carried and the total miles travelled in Massachusetts are estimated to be about 80 per cent of the total number carried and travelled on the several roads both in and out of the state.

Employees.

During the year, 80 employees were killed and 438 were injured, as against 87 killed and 417 injured during the preceding year. The average number of employees killed and injured annually during the preceding ten years was 69 and 474 respectively.

The following table shows the character of accidents to employees during the year ending June 30, 1905: —

Accidents to Employees during the Year ending June 30, 1905.

| CHARACTER OF ACCIDENT. | Killed. | Injured. | Total. |
|---|---------|----------|--------|
| Collision, | 3 | 56 | 59 |
| Derailment, | 1 | 12 | 13 |
| Overhead and side obstructions, | 6 | 25 | 31 |
| Coupling and uncoupling, | 11 | 58 | 69 |
| Falling, | 11 | 115 | 126 |
| Engine accidents, | 1 | 19 | 20 |
| Walking on or crossing tracks, . . | 29 | 29 | 58 |
| Getting on or off cars, trains, etc., . | 5 | 30 | 35 |
| Other, | 13 | 94 | 107 |
| Total, | 80 | 438 | 518 |

Grade Crossings.

The number of travellers on highway killed at grade crossings during the year was 25, and the number injured 14, as against 31 killed and 29 injured for the preceding twelve months.

Of the total number killed, 18 were killed at grade crossings protected by gates, flagmen or otherwise; 6 at unprotected crossings (including 3 persons killed at grade crossings protected a part of the time but unprotected at the time of the accident); and 1 at a private crossing. Of the total number injured, 13 were injured at protected crossings and 1 was injured at a grade crossing unprotected at the time of the accident, though protected a part of the time.

The following table shows, for the year ending June 30, 1905, the number and the character of accidents at grade crossings on the different railroads:—

Accidents at Grade Crossings during the Year ending June 30, 1905.

| RAILROADS. | AT PROTECTED CROSSINGS. | | AT UNPROTECTED CROSSINGS. | | TOTAL. | | Total Persons Killed or Injured. | Ratio of Accidents to Crossings. ¹ | AT PRIVATE CROSSINGS. | |
|---|-------------------------|----------|---------------------------|----------------|---------|----------|----------------------------------|---|-----------------------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | | Killed. | Injured. |
| Attleborough Branch, | - | - | - | - | - | - | - | - | - | - |
| Boston & Albany, | - | - | - | - | - | - | - | - | - | - |
| Boston & Maine, | 12 | 2 | 2 | - | 14 | 2 | 16 | 1 to 48 | 1 | - |
| Boston, Revere Beach & Lynn, ² | - | - | - | - | - | - | - | - | - | - |
| Cape Ann Granite, | - | - | - | - | - | - | - | - | - | - |
| Grafton & Upton, | - | - | - | - | - | - | - | - | - | - |
| Nantucket Central, ³ | - | - | - | - | - | - | - | - | - | - |
| New London Northern, | - | - | - | - | - | - | - | - | - | - |
| New York, New Haven & Hartford, | 6 | 11 | 4 | 1 | 10 | 12 | 22 | 1 to 38 | - | - |
| Totals for year, | 18 | 13 | 6 ³ | 1 ⁴ | 24 | 14 | 38 | 1 to 50 | 1 | - |
| Totals for year ending June 30, 1904, | 17 | 20 | 10 | 7 | 27 | 27 | 54 | 1 to 36 | 4 | 2 |

¹ The ratio at protected crossings was 1 to 35; at unprotected crossings, 1 to 115.² A narrow-gauge railroad.
³ Includes 3 persons killed at crossings protected a part of the time but unprotected at time of accident.⁴ Injured at crossing protected a part of the time but unprotected at time of accident.

Trespassers.

The total number of trespassers killed during the year ending June 30, 1905, was 142. The number of trespassers injured was 61. During the preceding year 139 trespassers were killed and 75 injured, while the average number killed and injured annually for the preceding ten years was 131 and 88, respectively.

There were 11 persons killed and 15 injured whose proper classification in the reports of accidents was undeterminable.

RAILROAD BRIDGES.

To the Massachusetts Board of Railroad Commissioners, Hon. JAMES F. JACKSON, Chairman.

GENTLEMEN: — I beg leave to present the following statement regarding the bridges on the steam railroads of the Commonwealth. The following tables, which are similar to those published in the previous reports, give statistics regarding the number and kind of bridges.

Table I. gives total number of bridges of each type.

Table II. gives the total length of bridges of stone, wood and metal.

Table III. gives a summary of the bridge work done during the year ending June 30, 1905.

TABLE I. — *Number and Description of Railroad Bridges in Massachusetts, June 30, 1905.*

| RAILROADS. | Pile Bridges. | | | | | | | | | | | | | | Grand Totals. | Total Length of Pile and Trestle Bridging (Approximate). | | | | |
|---|----------------------------|-------------------|------------------------------|--------------------------------|------------------------|----------|----------------|------------------------|------------------------------|--------|------------------------------------|---|--|-----------------------------|---------------|--|----------------------------|----------------------------|---|------------------------------------|
| | Steel and Wooden Trestles. | Wooden Stringers. | Braced or Trussed Stringers. | Wooden or Combination Trusses. | Stone or Brick Arches. | I-Beams. | Plate Girders. | Metal Riveted Trusses. | Metal Pin-connected Trusses. | Rails. | Pin-connected Metal Swing Bridges. | Metal Folding, Rolling Lift or Jack-knife Drives. | Pratt, Howe or other Wooden Jack-knife Drives. | Plate Girder Swing Bridges. | | | Trussed Beam Swing Drives. | Total Spans Stone Bridges. | Total Wooden and Combination Bridges (Fixed Spans). | Total Metal Bridges (Fixed Spans). |
| Boston & Albany, | 7 | 4 | — | 1 | 50 | 55 | 97 | 64 | — | — | — | 2 | 2 | — | — | 50 | 12 | 216 | 4 | 282 |
| Boston & Maine, | 61 | 19 ¹ | 67 | 20 | 89 | 79 | 278 | 66 | 48 | — | 1 | 1 | 10 | 2 | 1 | 89 | 171 | 473 | 15 | 748 |
| Boston, Revere Beach & Lynn, | 5 | — | — | — | — | — | — | — | — | — | — | 1 | — | 1 | — | — | 5 | — | 2 | 7 |
| Grafton & Upton, | 1 | — | 3 | 1 | 1 | — | 1 | — | — | — | — | — | — | — | — | 1 | 5 | 1 | — | 7 |
| New London Northern, | 5 | 3 | 8 | 1 | 1 | 2 | 19 | 12 | 4 | — | — | — | — | — | — | 1 | 18 | 37 | — | 56 |
| New York, New Haven & Hartford, | 78 | 9 | 86 | 4 | 11 | 124 | 48 | 407 | 14 | 28 | 11 | 2 | 3 | 1 | — | 124 | 188 | 508 | 7 | 827 |
| Totals, | 157 | 35 | 164 | 34 | 265 | 184 | 802 | 156 | 80 | 11 | 3 | 5 | 15 | 4 | 1 | 265 | 399 | 1,235 | 28 | 1,927 |
| Deduct as counted twice, | — | — | — | — | — | — | 4 | — | — | — | — | — | — | — | — | — | — | 4 | — | 4 |
| Net totals, | 157 | 35 | 164 | 34 | 265 | 184 | 798 | 156 | 80 | 11 | 3 | 5 | 15 | 4 | 1 | 265 | 399 | 1,231 | 28 | 1,923 |
| | | | | | | | | | | | | | | | | | | | | 45,861 |

¹ Including one steel trestle.² Including one steel stringer.

TABLE II. — *Length of Bridging of Wood, Stone, and Metal, June 30, 1905.*

| RAILROADS. | WOODEN BRIDGES. | | STONE BRIDGES. | | METAL BRIDGES. | |
|-----------------------------|-----------------|----------------------|----------------|----------------------|----------------|----------------------|
| | Number. | Total Length (Feet). | Number. | Total Length (Feet). | Number. | Total Length (Feet). |
| Boston & Albany, | 14 | 3,644 | 50 | 1,260 | 218 | 11,593 |
| Boston & Maine, | 182 | 24,470 | 89 | 1,796 | 477 | 26,049 |
| Boston, Revere B. & Lynn, . | 5 | 5,055 | — | — | 2 | 130 |
| Grafton & Upton, | 5 | 130 | 1 | 15 | 1 | 46 |
| New London Northern, . . | 18 | 757 | 1 | 19 | 37 | 2,719 |
| N. Y., N. H. & Hartford, . | 191 | 17,174 | 124 | 3,196 | 512 | 22,368 |
| Totals, | 415 | 51,230 | 265 | 6,286 | 1,247 | 62,905 |

TABLE III. — *Bridge Work Done in the Year ending June 30, 1905.*

| RAILROADS. | NEW BRIDGES BUILT. | | | BRIDGES REBUILT OR REPLACED. | | | BRIDGES STRENGTHENED OR EXTENSIVELY REPAIRED. | | |
|------------------------------|--------------------|--------|--------|------------------------------|--------|-----------------|---|--------|--------|
| | Wood. | Stone. | Metal. | Wood. | Stone. | Metal. | Wood. | Stone. | Metal. |
| Boston & Albany, | — | — | — | 1 ¹ | — | 2 | — | — | — |
| Boston & Maine, | — | — | — | 6 ² | — | 1 ³ | 1 | — | 1 |
| Boston, Revere Beach & Lynn, | — | — | — | — | — | — | — | — | — |
| New London Northern, . . | — | — | — | 8 ⁴ | — | — | — | — | — |
| N. Y., N. H. & Hartford, . | — | — | — | 13 ⁵ | — | 18 ⁶ | 7 | — | — |
| Totals, | — | — | — | 28 ⁷ | — | 21 ⁸ | 8 | — | 1 |

¹ One span wood replaced by two metal spans.² Five as wood, one as metal.³ As stone. ⁴ Six as metal, two as wood.⁵ Two as metal, 11 as wood.⁶ 18 as 19 new spans.⁷ 28 spans wood replaced by 18 wood and 11 metal.⁸ 21 spans metal replaced by 21 metal and one stone.

Explaining Table III. more in detail, the work that has been done by the different companies during the year is as follows:—

On the Boston & Albany Railroad, two spans of riveted lattice bridge have been rebuilt with plate girders, and one span of wooden Howe truss has been rebuilt as two-plate girder spans.

On the Boston & Maine Railroad the work done on the different divisions has been as follows: On the Eastern Division, one wooden stringer has been rebuilt; one wooden draw span has been rebuilt

under one track, and one pile bridge has had new stringers over part of its length. On the Western Division, one plate girder span has been rebuilt as a stone arch; one trussed wooden stringer has been rebuilt with I beams, and one plate girder span has had one abutment buttressed. On the Southern Division, including the Central Massachusetts line, one wooden stringer bridge has been rebuilt, and another filled; and the pile bridge and draw over the Charles River (used for freight) have been rebuilt. On the Worcester, Nashua & Portsmouth Division, one stone arch has been grouted and the wings extended.

On the New London Northern Railroad, two wooden stringer bridges have been rebuilt, and the long wooden bridge which crosses the Connecticut River at Northfield, consisting of six spans of Howe trusses, with a total length of 756 feet, has been replaced by four spans of pin-connected steel trusses and two plate girder spans. This is the most extensive piece of bridge work done during the year in the State. The bridge at Miller's Falls, on the same road, consisting of three spans of riveted lattice and two plate girder spans, is now in process of reconstruction, but is not classed among the work of the past year, because it was not completed within the year.

On the New York, New Haven & Hartford Railroad the following work has been done: 16 plate girder spans have been replaced, four of them by I beams; one riveted truss span has been replaced by plate girders, and one pin-connected truss span by two plate girder spans; one wooden truss span and one trussed wooden stringer have been replaced by plate girders, and one combination jack-knife draw has been rebuilt; five wooden stringers and five pile bridges have been rebuilt, one of the latter with steel stringers. In addition to the above, many repairs have been carried out, the most important being the following: Four pile bridges have been extensively repaired with new piles, new stringers, or both; two wooden stringers have been repaired or strengthened with new stringers, and one wooden trestle has been strengthened. Besides this, there have been a large number of minor repairs to masonry, as well as to superstructure, and many bridges have had new ties.

The amount of bridge work done during the year has been, on the whole, somewhat smaller than usual. A considerable amount of work, however, is now under way and will probably be completed during the coming year. The new bridges are in all cases much superior to those which they replace; this is particularly the case with the old wooden bridge at Northfield, which is said to have been in existence 56 years, although during this time it had been strengthened several times by the addition of arches. When one considers the immense increase which has taken place in the weight of rolling stock during this period, it must be admitted that wooden structures may compare

favorably with metal structures, as is evidenced by the fact that the steel bridge at Miller's Falls, on the same road, which is now under reconstruction, was built only 18 years ago. The latter was completed just before your Board was given supervision over railroad bridges, and besides being light, it involved serious defects of design.

Respectfully submitted,

GEO. F. SWAIN.

ISSUES OF STOCK AND BONDS.

The following tables show the issues of railroad capital stock and bonds authorized and approved during the year ending December 31, 1905:—

Issue of Capital Stock.

| RAILROAD COMPANY. | Date when Authorized. | Amount Authorized. |
|------------------------------|-----------------------|--------------------|
| Connecticut River, | December 5, | \$1,000,000 |

Issues of Bonds.

| RAILROAD COMPANIES. | Date when Authorized. | Amount Authorized. |
|--|-----------------------|--------------------|
| Boston & Lowell, | February 24, | \$500,000 |
| Boston & Maine, | December 6, | 10,000,000 |
| Fitchburg, | February 14, | 3,660,000 |
| Worcester, Nashua & Rochester, | November 29, | 150,000 |

RAILWAYS.

Annual returns for the year ending September 30, 1905, have been received from ninety-eight street railway companies.

Returns of the operations of the Amesbury and Hampton (Exeter, Hampton and Amesbury, of New Hampshire, lessee), the Haverhill and Plaistow (Exeter, Hampton and Amesbury of New Hampshire, lessee), and the Webster and Dudley and Worcester and Webster (the Consolidated, of Connecticut, lessee), were also received.

Returns were also received from the receivers of the Hampshire and Worcester, the Middleborough, Wareham and Buzzards Bay, and the Bristol County, for the period during which these railways were operated by receivers. In the case of the South Middlesex the returns of the receiver and of the company were rendered as one return.

COMPANIES ADDED TO THE LIST.

During the year five new companies were organized under the general law and added to the list, namely, the Haverhill and Boxford, the Maplewood and Danvers, the Nahant and Lynn, the Plymouth County and the Western Massachusetts.

Four companies were organized during the year under the general law and added to the list, being purchasers of railways sold at receivers' sale: the Dedham and Franklin, purchaser of the Norfolk Western; the Lowell and Woburn, purchaser of the Lowell and Boston; the Taunton and Buzzards Bay, purchaser of the Middleborough, Wareham and Buzzards Bay; and the Taunton and Pawtucket, purchaser of the Bristol County.

COMPANIES DROPPED FROM THE LIST.

During the past year thirteen companies have been dropped from the list, as follows: The Commonwealth Avenue, the Framingham Union, the Framingham, Southborough and Marlborough, the Marlborough and Framingham, and the Wellesley and Boston, these companies having been consolidated with

others; the Essex County and the Haverhill, Danvers and Ipswich, the charters having expired; the Concord and Boston, the railway having been sold at receivers' sale and an attempt made to abandon the property; the Natick and Needham, the railway having been transferred to the bondholders and the property virtually abandoned; the Bristol County, the Lowell and Boston, the Middleborough, Wareham and Buzzards Bay and the Norfolk Western, their properties having been sold at receivers' sale and new corporations formed as stated above.

CONSOLIDATION OF COMPANIES.

During the year the Greenfield, Deerfield and Northampton and the Greenfield and Turner's Falls (March 31, 1905) were consolidated with the Northampton and Amherst and the name of this company changed to Connecticut Valley; the Haverhill, Georgetown and Danvers (March 25, 1905) with the Georgetown, Rowley and Ipswich; the Leominster, Shirley and Ayer (April 30, 1905) with the Fitchburg and Leominster; the Southbridge and Sturbridge and the Worcester, Rochdale and Charlton Depot (December 31, 1904) with the Worcester and Southbridge. The individual companies have made reports to these several dates.

The Hampshire has been leased to the Holyoke during the year.

OPERATION OF COMPANIES.

Owing to consolidations there were at the end of the year ninety-two existing companies. Of this number sixty-three operated their railways; two railways were operated by receivers; eighteen were operated under lease or contract by other companies, in three instances foreign companies; three were being constructed; one was not in operation; and five companies had organized and paid in a portion of their capital stock but had not commenced the construction of their railways.

RAILWAY MILEAGE.

New Mileage.

There have been added during the last year to the mileage of the Massachusetts companies 27.980 miles of street railway line and 22.602 miles of second track, making 50.582 miles of

additional main track. There have also been added 1.814 miles of side track, making a total addition of 52.396 miles of track reckoned as single track.

Mileage Owned.

The Massachusetts companies now own 2,219.792 miles of street railway line, 405.442 miles of second main track, and 151.474 miles of side track, making a total length of track owned 2,776.708 miles. This statement excludes the track in the subway.

All of the street railway mileage owned is located in this state except 18.766 miles of main track and .760 of a mile of side track belonging to the Woonsocket, — in all 19.526 miles of track — which is located in Rhode Island. All the track owned is surface street railway track with the exception of 6.644 miles of elevated line and 6.468 miles of elevated second track. Of the sidings, all are surface track with the exception of 2.903 miles of elevated track. All of the elevated track is confined to Boston.

The Old Colony leases and operates the Newport and Fall River, having a mileage of main and second track of 19.268 miles located in Rhode Island; and the Boston and Northern leases and operates the Nashua, having a mileage of main and second track of 14.899 miles located in New Hampshire. Accordingly 52.933 miles of main and second track are operated outside the state.

Mileage Operated.

The total miles of main track (including trackage rights) operated is 2,668.501, — an increase of 14.022 miles over the previous year.

STATISTICS.

BOSTON, January 1, 1906.

Board of Railroad Commissioners, Hon. JAMES F. JACKSON, Chairman.

GENTLEMEN: — I submit the following compilations of statistics from the reports of the several street railway companies to the Board for the year ending September 30, 1905.

The following table gives the length of railway line and track, and total reckoned as single track reported by the companies for the year ending September 30, 1905, as compared with the previous year: —

Street Railway Mileage Owned, 1904 and 1905.

| MILEAGE OWNED. | 1904. | 1905. | Increase. |
|----------------------------------|-----------|-----------|-----------|
| | Miles. | Miles. | Miles. |
| Length of railway line, . . . | 2,191.812 | 2,219.792 | 27.980 |
| Length of second track, . . . | 382.840 | 405.442 | 22.602 |
| Total length of main track, . | 2,574.652 | 2,625.234 | 50.582 |
| Length of side track, . . . | 149.660 | 151.474 | 1.814 |
| Total, reckoned as single track, | 2,724.312 | 2,776.708 | 52.396 |

Mileage Operated.

The total miles of main track operated (including trackage rights) September 30, 1905, is 2,668.501, — an increase of 14.022 miles over the previous year. All of the track operated is in this state except 52.933 miles located in Rhode Island and New Hampshire.

ASSETS AND LIABILITIES.

The gross assets of the companies September 30, 1905, were \$151,742,232.71. The several classes of assets, and the increase in each class as compared with 1904, are shown in detail in the following table: —

Gross Assets, September 30, 1904 and 1905.

| ASSETS. | 1904. | 1905. | Increase. |
|-------------------------------|---------------|---------------|--------------|
| Construction, | \$69,581,366 | \$73,180,888 | \$3,599,522 |
| Equipment, | 26,201,913 | 26,545,308 | 343,395 |
| Land and buildings, . . . | 32,296,112 | 33,359,369 | 1,063,257 |
| Other permanent property, . . | 1,446,944 | 1,612,627 | 165,683 |
| Cash and current assets, . . | 6,554,738 | 12,315,705 | 5,760,967 |
| Miscellaneous assets, . . . | 4,762,667 | 4,728,336 | 34,331* |
| Gross assets, | \$140,843,740 | \$151,742,233 | \$10,898,493 |

* Decrease.

The gross liabilities at the same date, including capital stock (but not including sinking and other funds), were \$145,603,242.30. The several kinds of liabilities, and the amount of each as compared with 1904, were as follows: —

Gross Liabilities, September 30, 1905.

| LIABILITIES. | 1904. | 1905. | Increase. |
|---|---------------|---------------|--------------|
| Capital stock, | \$68,542,038 | \$70,326,985 | \$1,784,947 |
| Funded debt, | 46,674,884 | 55,780,500 | 9,105,616 |
| Real estate mortgages, | 62,000 | 72,000 | 10,000 |
| Current liabilities, | 17,434,432 | 15,777,579 | 1,656,853* |
| Accrued liabilities, | 3,336,132 | 3,646,178 | 310,046 |
| Gross liabilities, ¹ | \$136,049,486 | \$145,603,242 | \$9,553,756 |
| Sinking and other special funds, . | 1,641,386 | 1,888,536 | 247,150 |
| Surplus, ² | 3,152,868 | 4,250,455 | 1,097,587 |
| Totals, | \$140,843,740 | \$151,742,233 | \$10,898,493 |

* Decrease.

¹ Exclusive of sinking and other special funds.² Includes premium on sales of stock and bonds.

It will be seen by comparing the last two tables that there was an increase in gross assets of \$10,898,493, and there was an increase in gross liabilities of \$9,553,756, thus increasing the aggregate surplus of the companies by the amount of \$1,344,737.

The gross assets, the gross liabilities, including capital stock, and the surplus of the companies, with the percentage of surplus to capital stock, at the end of each of the last ten years, are shown in the following table:—

Gross Assets, Liabilities and Surplus for Ten Years, 1896–1905.

| YEARS. | Gross Assets. | Gross Liabilities. | Surplus. | Percentage of Surplus to Capital. |
|-----------------|---------------|--------------------|-------------|-----------------------------------|
| 1896, | \$62,187,775 | \$61,117,714 | \$1,070,061 | 3.48 |
| 1897, | 67,509,916 | 66,483,414 | 1,026,502 | 3.14 |
| 1898, | 77,607,326 | 75,889,625 | 1,717,701 | 4.41 |
| 1899, | 85,764,845 | 83,279,891 | 2,484,954 | 6.01 |
| 1900, | 98,700,075 | 95,062,946 | 3,637,129 | 7.43 |
| 1901, | 107,250,656 | 103,598,042 | 3,652,614 | 6.76 |
| 1902, | 123,200,558 | 119,441,792 | 3,758,766 | 6.26 |
| 1903, | 138,864,215 | 133,121,411 | 5,742,804 | 8.40 |
| 1904, | 140,843,740 | 136,049,486 | 4,794,254 | 6.99 |
| 1905, | 151,742,233 | 145,603,242 | 6,138,991 | 8.73 |

CAPITAL STOCK AND DIVIDENDS.

The aggregate capital stock of the ninety-two companies, September 30, 1905, was \$70,326,984.78, — a net increase of \$1,784,947.28 over the preceding year.

Dividends.

The total amount of dividends declared the last year was \$3,174,505.24, — a decrease of \$39,991 from the preceding year. Thirty-five out of the ninety-eight companies paid dividends ranging from 2 to 10 per cent, and sixty-three companies declared or paid no dividends.

One company paid 10 per cent; five companies paid 8 per cent; one paid 8 per cent on preferred and 7 per cent on common; one paid 7.22 per cent; one paid 7.20 per cent; one paid 7 per cent; eleven paid 6 per cent; one paid 5.5 per cent; seven paid 5 per cent; one paid 4 per cent; one paid 3.75 per cent; one paid 3.50 per cent; one paid 3 per cent; and two paid 2 per cent.

Capital Stock, Net Income and Dividends, 1896-1905.

| YEARS. | Capital Stock. | Net Divisible Income. | Dividends Declared. | Percentage on Total Capital Stock. |
|---------------|----------------|-----------------------|---------------------|------------------------------------|
| 1896, | \$30,727,818 | \$2,280,776 | \$1,802,847 | 5.87 |
| 1897, | 32,670,273 | 2,593,147 | 1,965,243 | 6.02 |
| 1898, | 38,933,917 | 2,534,002 | 2,076,233 | 5.33 |
| 1899, | 41,380,143 | 2,502,942 | 2,318,398 | 5.60 |
| 1900, | 48,971,168 | 3,037,502 | 2,409,874 | 4.92 |
| 1901, | 54,069,933 | 3,398,183 | 3,417,117 | 6.32 |
| 1902, | 60,036,328 | 3,388,851 | 3,138,711 | 5.23 |
| 1903, | 68,404,480 | 3,602,917 | 3,586,248 | 5.24 |
| 1904, | 68,542,038 | 2,998,114 | 3,214,496 | 4.69 |
| 1905, | 70,326,985 | 3,556,690 | 3,174,505 | 4.51 |

FUNDED AND FLOATING DEBT.

The aggregate funded debt of the companies, September 30, 1905, was \$55,780,500, — an increase of \$9,105,616 over the preceding year.

Floating Debt.

The amount of real estate mortgages outstanding September 30, 1905, was \$72,000, — an increase of \$10,000 over the preceding year.

The total unfunded debt, including the above mortgages, was \$19,495,758, — a decrease of \$1,336,806.

The gross debt, funded and unfunded, was \$75,276,258, — an increase of \$7,768,810.

The net debt (the gross debt less \$12,315,705 of cash and current assets) was \$62,960,553, — an increase of \$2,007,843. In computing the net debt the sum of \$4,728,336 returned as "miscellaneous assets," covering materials and supplies on hand, etc., is not included with cash and current assets in the deduction from gross debt.

The funded debt, unfunded debt, gross debt, cash and current assets, and net debt, for each of the last ten years, are shown in the following table: —

Funded, Unfunded, Gross and Net Debt, 1896-1905.

| YEARS. | Funded Debt. | Unfunded Debt. ¹ | Gross Debt. | Cash and Current Assets. | Net Debt. ² |
|-------------|--------------|-----------------------------|--------------|--------------------------|------------------------|
| 1896, . . . | \$24,236,000 | \$6,153,896 | \$30,389,896 | \$1,911,651 | \$28,478,245 |
| 1897, . . . | 28,007,600 | 5,805,541 | 33,813,141 | 3,370,650 | 30,442,491 |
| 1898, . . . | 29,132,700 | 7,823,008 | 36,955,708 | 7,130,861 | 29,824,847 |
| 1899, . . . | 29,928,500 | 11,971,248 | 41,899,748 | 6,053,677 | 35,846,071 |
| 1900, . . . | 34,373,000 | 11,718,778 | 46,091,778 | 10,347,849 | 35,743,929 |
| 1901, . . . | 34,312,500 | 15,215,609 | 49,528,109 | 3,986,857 | 45,541,252 |
| 1902, . . . | 37,751,000 | 21,654,464 | 59,405,464 | 6,370,679 | 53,034,785 |
| 1903, . . . | 41,411,500 | 23,305,431 | 64,716,931 | 10,455,046 | 54,261,885 |
| 1904, . . . | 46,674,884 | 20,832,564 | 67,507,448 | 6,554,738 | 60,952,710 |
| 1905, . . . | 55,780,500 | 19,495,758 | 75,276,258 | 12,315,705 | 62,960,553 |

¹ Including real estate mortgages.

² Gross debt less cash and current assets.

Capital Investment.

The total capital investment (capital stock and net debt) of the street railway companies of the state advanced the last year from \$129,494,748 to \$133,287,538, — an increase of \$3,792,790.

COST AND CAPITAL INVESTMENT PER MILE.

The average cost of the street railways of the state, per mile of main track (including the cost but not the length of side track), as it stood on the books of the companies September 30, 1905, was \$27,-875.95 for construction; \$10,111.59 for equipment; and \$13,321.48 for lands, buildings (including power plants) and other permanent property, — making a total average cost of \$51,309.02 per mile of main track.

The following table gives the average cost, classified as above, and also the average capital investment (amount of outstanding capital stock and net debt), per mile of main track, as reported by all of the companies at the end of each of the last ten years : —

Cost and Capital Investment per Mile of Main Track, 1896-1905.

| YEARS. | Construction. | Equipment. | Other Permanent Property. ¹ | Total Cost per Mile. | Capital Investment per Mile. ² |
|-------------|---------------|------------|--|----------------------|---|
| 1896, . . . | \$23,396 | \$9,805 | \$12,840 | \$46,041 | \$46,373 |
| 1897, . . . | 22,755 | 9,374 | 12,329 | 44,458 | 44,683 |
| 1898, . . . | 22,537 | 8,957 | 11,735 | 43,229 | 44,958 |
| 1899, . . . | 22,863 | 8,518 | 11,598 | 42,979 | 45,040 |
| 1900, . . . | 23,443 | 8,510 | 11,684 | 43,637 | 44,273 |
| 1901, . . . | 23,953 | 8,678 | 11,666 | 44,297 | 45,757 |
| 1902, . . . | 24,495 | 9,026 | 11,889 | 45,410 | 46,261 |
| 1903, . . . | 26,015 | 9,994 | 12,546 | 48,555 | 48,621 |
| 1904, . . . | 27,025 | 10,177 | 13,106 | 50,308 | 50,295 |
| 1905, . . . | 27,876 | 10,112 | 13,321 | 51,309 | 50,772 |

¹ Chiefly lands, buildings and power plants. ² Outstanding capital stock and net debt.

INCOME AND EXPENDITURES.

The total income of the companies from all sources, for the year ending September 30, 1905, was \$28,638,251.58, and the total expenditures (including dividends) were \$28,256,066.46, — making a net surplus of \$382,185.12 to be added to the surplus of previous years.

The sources of total income, and the amount derived from each source as compared with 1904, were as follows : —

Total Income, 1904 and 1905.

| INCOME. | 1904. | 1905. | Increase. |
|----------------------------------|--------------|--------------|-----------|
| Gross earnings from operation, . | \$26,207,246 | \$27,041,291 | \$834,045 |
| Rentals from lease of railway, . | 1,318,838 | 1,349,642 | 30,804 |
| Income from other sources, . | 233,250 | 247,319 | 14,069 |
| Total income, | \$27,759,334 | \$28,638,252 | \$878,918 |

The items of total expenditure, with the increase in each item over the previous year, are shown in the following table : —

Total Expenditures, 1904 and 1905.

| EXPENDITURES. | 1904. | 1905. | Increase. |
|-----------------------------------|------------------|--------------|------------|
| Expenses of operation, . . . | \$18,397,291 | \$18,269,259 | \$128,032* |
| Interest on debt and loans, . . . | 2,670,989 | 2,897,427 | 226,438 |
| Taxes, | 1,761,083 | 1,893,053 | 131,970 |
| Rentals of leased railways, . . . | 1,486,385 | 1,494,362 | 7,977 |
| Other charges on income, . . . | 445,473 | 527,460 | 81,987 |
| Dividends paid, | 3,214,496 | 3,174,505 | 39,991* |
| Total expenditures, . . . | \$27,975,717 | \$28,256,066 | \$280,349 |
| Surplus for the year, . . . | 216,383 <i>d</i> | 382,186 | 598,569 |

* Decrease.

d deficit.

EARNINGS AND EXPENSES OF OPERATION.

The gross earnings and expenses of operation the last year are classified and compared with those of the previous year, in the following table:—

Gross Earnings and Expenses of Operation, 1904 and 1905.

| EARNINGS AND EXPENSES. | 1904. | 1905. | Increase. |
|---|--------------|--------------|-----------|
| Revenue from passengers, . . . | \$25,619,597 | \$26,384,587 | \$764,990 |
| from mails and merchandise, | 93,344 | 105,625 | 12,281 |
| from tolls and advertising, etc., | 494,306 | 551,079 | 56,773 |
| Gross earnings from operation, | \$26,207,247 | \$27,041,291 | \$834,044 |
| Operating expenses, | 18,397,291 | 18,269,259 | 128,032* |
| Net earnings from operation, . . . | \$7,809,956 | \$8,772,032 | \$962,076 |

* Decrease.

VOLUME OF TRAFFIC.

The total number of passengers carried during the last year on the railways of the ninety-eight companies making reports to the Board was 532,731,017,—an increase of 12,674,506 passengers over the previous year.

The total number of miles run by street cars was 109,258,739,—an increase of 1,361,283 miles over the previous year.

The following table gives the total volume of traffic, itemized as above, for each of the last ten years : —

Volume of Traffic for Ten Years, 1896-1905.

| YEARS. | Total Passengers Carried. | Average Number per Mile of Main Track Operated. | Total Car Miles Run. |
|-----------------|------------------------------|---|-------------------------|
| 1896, | 292,358,943 | 226,452 | 53,613,685 |
| 1897, | 308,684,224 | 212,403 | 61,577,917 |
| 1898, | 330,889,629 | 207,982 | 68,206,418 |
| 1899, | 356,724,213 | 205,098 | 73,367,235 |
| 1900, | 395,027,198 | 200,262 | 81,750,768 |
| 1901, | 433,526,935 | 195,683 | 93,005,225 |
| 1902, | 465,474,382 | 188,787 | 100,280,687 |
| 1903, | 504,662,243 | 192,548 | 107,506,812 |
| 1904, | 520,056,511 | 195,917 | 107,897,456 |
| 1905, | 532,731,017 | 199,637 | 109,258,739 |

EARNINGS AND EXPENSES OF OPERATION.

The following table gives the gross earnings from operation, the operating expenses, the ratio of operating expenses to gross earnings, and the net earnings for each of the last ten years : —

Percentage of Operating Expenses to Gross Earnings, 1896-1905.

| YEARS. | Gross Earnings from Operation. | Operating Expenses. | Percentage of Expenses to Earnings. | Net Earnings. |
|-----------------|-----------------------------------|------------------------|---|---------------|
| 1896, | \$14,844,262 | \$10,563,371 | 71.16 | \$4,280,891 |
| 1897, | 15,815,267 | 10,904,040 | 68.95 | 4,911,227 |
| 1898, | 16,915,405 | 11,672,731 | 69.01 | 5,242,674 |
| 1899, | 18,151,550 | 12,378,488 | 68.20 | 5,773,062 |
| 1900, | 19,999,640 | 13,159,947 | 65.80 | 6,839,693 |
| 1901, | 21,766,340 | 14,565,141 | 66.92 | 7,201,199 |
| 1902, | 23,486,474 | 15,912,852 | 67.75 | 7,573,622 |
| 1903, | 25,540,811 | 17,519,367 | 68.59 | 8,021,444 |
| 1904, | 26,207,247 | 18,397,291 | 70.20 | 7,809,956 |
| 1905, | 27,041,291 | 18,269,259 | 67.56 | 8,772,032 |

The following tables give for each of the last ten years the average gross earnings, operating expenses, and net earnings from operation,

(1) per total mile of main track owned, (2) per car mile run and per passenger carried, — thus showing more in detail the changes from year to year in the earnings, cost, and net results of operation.

Gross and Net Earnings from Operation per Mile of Main Track Owned, 1896-1905.

| YEARS. | AVERAGE PER MILE OF TRACK OWNED. | | |
|-----------------|----------------------------------|------------------------|---------------|
| | Gross Earnings. | Expenses of Operation. | Net Earnings. |
| 1896, | \$11,627 | \$8,274 | \$3,353 |
| 1897, | 11,187 | 7,713 | 3,474 |
| 1898, | 10,998 | 7,589 | 3,409 |
| 1899, | 10,459 | 7,132 | 3,327 |
| 1900, | 10,452 | 6,878 | 3,574 |
| 1901, | 9,998 | 6,690 | 3,308 |
| 1902, | 9,609 | 6,510 | 3,099 |
| 1903, | 10,124 | 6,944 | 3,180 |
| 1904, | 10,178 | 7,145 | 3,033 |
| 1905, | 10,300 | 6,959 | 3,341 |

Gross and Net Earnings from Operation per Car Mile Run and per Passenger Carried, 1896-1905.

| YEARS. | AVERAGE PER CAR MILE. | | | AVERAGE PER PASSENGER. | | |
|-----------------|-----------------------|------------------------|---------------|------------------------|------------------------|---------------|
| | Gross Earnings. | Expenses of Operation. | Net Earnings. | Gross Earnings. | Expenses of Operation. | Net Earnings. |
| | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. |
| 1896, | 27.69 | 19.70 | 7.99 | 5.08 | 3.61 | 1.47 |
| 1897, | 25.68 | 17.71 | 7.97 | 5.12 | 3.53 | 1.59 |
| 1898, | 24.80 | 17.11 | 7.69 | 5.11 | 3.52 | 1.59 |
| 1899, | 24.74 | 16.87 | 7.87 | 5.09 | 3.47 | 1.62 |
| 1900, | 24.46 | 16.10 | 8.36 | 5.06 | 3.33 | 1.73 |
| 1901, | 23.40 | 15.66 | 7.74 | 5.02 | 3.36 | 1.66 |
| 1902, | 23.42 | 15.87 | 7.55 | 5.05 | 3.42 | 1.63 |
| 1903, | 23.76 | 16.30 | 7.46 | 5.06 | 3.47 | 1.59 |
| 1904, | 24.29 | 17.05 | 7.24 | 5.04 | 3.54 | 1.50 |
| 1905, | 24.75 | 16.72 | 8.03 | 5.08 | 3.43 | 1.65 |

EMPLOYEES AND EQUIPMENT.

The number of persons employed by the street railway companies, and also the number of cars, vehicles and electric motors owned, are given in the following table for each of the last ten years :—

Employees and Equipment, 1896-1905.

| YEARS. | Employees. | Cars. | Other Vehicles. | Electric Motors. |
|-----------------|------------|-------|-----------------|------------------|
| 1896, | 9,130 | 4,913 | 1,876 | 5,958 |
| 1897, | 9,716 | 5,344 | 1,953 | 6,908 |
| 1898, | 10,416 | 5,734 | 1,997 | 7,643 |
| 1899, | 11,944 | 6,042 | 2,076 | 8,530 |
| 1900, | 12,766 | 6,531 | 2,371 | 9,545 |
| 1901, | 14,749 | 6,997 | 2,488 | 11,284 |
| 1902, | 15,292 | 7,144 | 2,577 | 12,504 |
| 1903, | 15,823 | 7,403 | 2,644 | 13,611 |
| 1904, | 16,519 | 7,383 | 2,728 | 13,870 |
| 1905, | 16,479 | 7,341 | 2,761 | 14,167 |

STREET RAILWAY ACCIDENTS.

The whole number of persons injured in connection with street railway operation, as reported by the companies for the year ending September 30, 1905, was 5,766, of whom 85 received fatal injuries, and 5,681 injuries not fatal.

The number of passengers injured was 3,977, of whom 18 were injured fatally.

The injuries to employees were 217 in all, 13 of which were fatal.

The number of injuries to travellers and others on the street was 1,572, of which 54 were fatal.

These figures include a very large number of injuries of a trivial character. In the case of one company, for example, the total number of accidents reported is 3,471, of which only 108 fall under the head of serious accidents.

In the following table the accidents of the last year are classified as above, and are compared with those of the previous year :—

Summary of Accidents Reported in 1904 and 1905.

| KILLED AND INJURED. | KILLED. | | INJURED. | | TOTALS. | |
|------------------------|---------|-------|----------|-------|---------|-------|
| | 1904. | 1905. | 1904. | 1905. | 1904. | 1905. |
| Passengers, | 21 | 18 | 3,351 | 3,959 | 3,372 | 3,977 |
| Employees, | 5 | 13 | 156 | 204 | 161 | 217 |
| Other persons, | 66 | 54 | 1,479 | 1,518 | 1,545 | 1,572 |
| Totals, | 92 | 85 | 4,986 | 5,681 | 5,078 | 5,766 |

From the above table it appears that 3 less passengers, 8 more employees, and 12 less travellers and other persons on the street, received fatal injuries than in 1904.

Of those receiving injuries not fatal, there were reported 608 more passengers, 48 more employees, and 39 more travellers and other persons on the street, than in 1904.

Altogether, there appear to have been injured, fatally and otherwise, 605 more passengers, 56 more employees, and 27 more travellers and other persons, — in all 688 more, — the last than the preceding year.

Respectfully submitted,

FRED E. JONES,

Statistician.

STREET RAILWAY BRIDGES.

To the Massachusetts Board of Railroad Commissioners, Hon. JAMES F. JACKSON, Chairman.

GENTLEMEN: — I beg leave to submit the following statement with reference to the street railway bridges in this Commonwealth for the year ending June 30, 1905.

According to the classification adopted in previous reports by which every bridge was included which had either been built or strengthened by a street railway company, there are now 423 such bridges upon our list. Many of these are highway bridges. According to a ruling by your Board, however, highway bridges over which street railways pass are not hereafter to be included among those which come under the provisions of the Act relating to the inspection of street railway bridges. The total number of such bridges is not accurately known, as we have not yet been able to inspect carefully all the lines of the street railways in the State, examining every bridge over which the street railways pass. This work is progressing, however, and when completed our lists will show every bridge in the state over which

street railway tracks run, whether it is specifically a street railway bridge or a highway bridge. When this work is completed our tables will be revised and the number of strictly street railway bridges reduced.

The 423 bridges above referred to may be classified as follows: 44 pile bridges; 31 wooden trestles; 11 steel trestles; 39 wooden stringers; four braced or trussed wooden stringers; three wooden or combination trusses; six stone, brick, or concrete arches; 112 I beam bridges; 90 plate girder bridges; 72 steel riveted truss spans; seven steel pin connected truss spans; three wooden movable bridges, and one steel movable bridge. This is an increase of 18 over the number reported a year ago.

The following table gives a comparison of the bridge work for which plans have been finally approved and the structures completed during the year ending June 30, 1905, as compared with the previous year: —

Comparison of Bridge Work Done during the Years 1904 and 1905.

| YEAR. | NEW SPANS ON THE LIST. | | | SPANS REBUILT. | | | SPANS STRENGTHENED. | | |
|-------------|------------------------|--------|-----------------|----------------|--------|--------|---------------------|--------|----------------|
| | Wood. | Stone. | Metal. | Wood. | Stone. | Metal. | Wood. | Stone. | Metal. |
| 1904, . . . | 4 | — | ¹ 21 | — | — | 1 | — | — | ² 7 |
| 1905, . . . | ³ 4 | — | ⁴ 14 | ⁵ 2 | — | — | — | — | — |

¹ Including nine highway bridge spans strengthened for the first time.

² Including six highway bridge spans.

³ Including one temporary bridge and one old bridge not before reported.

⁴ Including seven highway bridges strengthened or rebuilt for the first time.

⁵ As metal.

It will be observed that the construction of new bridges has proceeded less rapidly than in previous years, as was predicted some years ago. The new bridges which have been constructed have been built according to the specifications of your Board, and are of ample strength. The following table gives the length of bridges of different materials to June 30, 1905, as compared with the year before: —

| | 1904. | 1905. |
|-------------------------------------|--------|--------|
| | Feet. | Feet. |
| Length of wooden bridges, | 23,393 | 25,544 |
| Length of stone bridges, | 244 | 244 |
| Length of metal bridges, | 17,826 | 18,577 |

It will be noticed that the length of wooden bridges has been materially increased. This is on account of the construction of several new bridges, including a pile bridge of considerable length.

The following is a summary of the work done on the different street railway lines : —

On the Blue Hill street railway one new pile bridge has been built.

On the Nahant & Lynn street railway one new pile bridge has been built.

On the New York, New Haven & Hartford railroad a temporary wooden trestle has been built in West Roxbury.

On the Northampton street railway one wooden stringer bridge, not previously reported, has been discovered, which is strictly a street railway bridge.

On the Pittsfield street railway four highway bridges have been rebuilt or strengthened for the street railway tracks.

On the South Middlesex street railway one wooden truss span has been replaced by plate girders, and two highway bridges have been rebuilt or strengthened for the street railway tracks.

On the Uxbridge & Blackstone street railway one new steel trestle, with a riveted truss span, has been built, and one highway bridge has been strengthened for the street railway tracks.

On the Western Massachusetts street railway two new plate girder spans, and two new I beam spans have been constructed.

On the Worcester & Webster street railway one new plate girder span has been built.

On the Old Colony street railway one pile bridge has been replaced by I beams.

As previously remarked, the work of inspecting in detail all the street railway lines, examining every bridge, is progressing, and it is hoped that it will be completed during the coming summer.

Respectfully submitted,

GEO. F. SWAIN.

ISSUES OF STOCK AND BONDS.

The following tables show the issues of street railway capital stock and bonds authorized and approved during the year ending December 31, 1905 : —

Issues of Capital Stock.

| RAILWAY COMPANIES. | Date when Authorized. | Amount Authorized. |
|--|-----------------------|--------------------|
| Boston & Northern, | April 8, | \$500,000 |
| Boston & Northern, | September 29, | 200,000 |
| Connecticut Valley, | November 13, | 10,000 |
| Lowell & Woburn, | April 12, | 5,000 |
| Lowell & Woburn, | May 4, | 12,000 |
| Nahant & Lynn, | July 8, | 50,000 |
| Nahant & Lynn, | October 12, | 50,000 |
| Old Colony, | April 8, | 500,000 |
| Old Colony, | December 13, | 200,000 |
| Plymouth, Carver & Wareham, | December 5, | 45,000 |
| Plymouth County, | April 13, | 125,000 |
| Taunton & Buzzards Bay, | February 20, | 150,000 |
| Taunton & Buzzards Bay, ¹ | February 25, | 150,000 |
| Taunton & Pawtucket, | February 20, | 100,000 |
| Taunton & Pawtucket, ² | February 25, | 100,000 |
| Uxbridge & Blackstone, | July 6, | 40,000 |
| Ware & Brookfield, | December 1, | 100,000 |
| Western Massachusetts, | October 16, | 300,000 |
| Worcester & Southbridge, | February 23, | 100,000 |

¹ On the petition of this company, its capital stock as fixed in its agreement of association was reduced from \$225,000 to \$150,000.

² On the petition of this company, its capital stock as fixed in its agreement of association was reduced from \$200,000 to \$100,000.

NOTE.—Issues of capital stock for the purpose of consolidation will be found in the Appendix.

Issues of Bonds.

| RAILWAY COMPANIES. | Date when Authorized. | Amount Authorized. |
|------------------------------------|--------------------------|-----------------------|
| Boston Elevated, | April 7, | \$7,500,000 |
| Boston & Northern, | May 31, | 500,000 |
| Conway Electric, | May 13, | 30,000 |
| Nahant & Lynn, | November 8, | 75,000 |
| Old Colony, | May 31, | 500,000 |
| Waltham, | December 22, | 100,000 |
| West End, | February 11, | 200,000 |
| Western Massachusetts, | November 13, | 200,000 |
| Worcester & Holden, | February 11, | 25,000 |
| Worcester & Southbridge, | April 12, | 60,000 |
| Worcester & Southbridge, | April 12, | 100,000 |
| Worcester & Southbridge, | April 26, | 40,000 |

GENERAL DISCUSSION.

CHANGES IN LAW.

A number of changes in the law governing steam railroad and street railway companies, which would ordinarily have been suggested in this report, have been called to the attention of the joint recess committee of the Legislature, which has been reviewing these statutes. A discussion of these changes at this time, therefore, is rendered unnecessary.

BOSTON ELEVATED RAILWAY.

The commendable features in the management of the Boston Elevated railway would undoubtedly receive favorable criticism that is now withheld, were it not for the crowding of stations and of cars at certain hours in the morning and evening. While the company during the year has brought into use more cars and trains, added to its force of employees, made changes at stations and introduced the change to side doors at the ends of cars, the public must await the completion of the Washington street subway, now being constructed in a manner that challenges the admiration of those interested in such work; the building of the extension to Forest Hills, with accompanying changes in stations; and the abolition of the Dudley street railroad crossing, for which the Board has recently approved plans, before the running of longer trains and a greater freedom in distribution of traffic will effectually relieve the still present evil of over-crowding.

FINANCIAL OUTLOOK FOR STREET RAILWAY COMPANIES.

In our last report attention was called to the unsatisfactory showing by street railway companies in their annual returns. The returns of the year that has just closed exhibit some improvement, but the fact remains that unwise promotion, in-

crease in cost of operation and the sins of past managements in paying dividends with earnings that ought to have been used in renewal of properties, make the task of placing many of these railways upon a prosperous footing a difficult and tedious one.

There have been here and there increases in fares. Some of these, when reviewed by the Board, upon complaint of communities affected, have been approved, some approved in part, others disapproved. As predicted, increase in cost of travel has resulted not infrequently in such decrease of patronage as to make the change unprofitable as well as unpopular. Upon the whole, however, there seems to be promise that companies under wise management will in time realize a reasonable return upon investment. The present heavy burden of reconstruction will doubtless afford the foundation for future profitable operation, and tend to create a permanent dividend paying basis. A management that recognizes this should be supported by stockholders for selfish reasons.

SOUTH TERMINAL.

During the severe weather of last winter the running of trains through the South terminal yard was on several occasions interrupted, to the great annoyance of those in the habit of relying upon the suburban service from this station. When, however, the number of trains coming in and going out of this station daily is taken into account, the record seems to entitle the management which handled this complicated system with so little interruption of travel, to congratulation upon its success rather than censure for its failure. Comparison with results obtained at other large terminals makes the showing under the circumstances an exceptional one. It does not follow, however, that it is time to drop effort to make delays in the future fewer than in the past, and to such an end review and criticism of methods is profitable.

Among the devices suggested for the prevention of delays occasioned by storms and severe weather were the roofing over of the yard, the installation of oil or electric heating plants, or the construction of a system of snow pits beneath the tracks. Any one of these plans would introduce a remedy worse than

the disease. We are satisfied that the present practice is altogether the best as well as the simplest one, — that of employing men to keep tracks and switches free from snow and ice. The direction in which improvement can be made is in employing at this work, when occasion demands, a larger force of men, and in taking greater pains to notify the public as promptly and as fully as possible of the causes and the probable length of delays, even though the statement must be an indefinite one. Nothing provokes complaint more than apparent indifference to patrons who are left not only without expected accommodation, but without knowledge as to whether such accommodation is likely to be available, or whether they must look elsewhere for a way to reach home.

More effort should be made to give what information is at hand to people who are waiting to take trains that are delayed ; and this information should be given in a manner that does not imply that questions ought not to be asked.

LIGHTING OF CARS.

Complaint has been made that suburban trains are not properly lighted. It would seem to be unnecessary to determine exactly the number of instances upon the different railroads in which there is ground for this complaint. There is enough of reason for it to lead us to make the recommendation that the management of every company take steps to have cars used in this service so lighted that passengers who desire to read may have the opportunity. Prompt action is needed in view of the fact that it is at this season of the year that failure to light these cars is most disturbing.

VESTIBULES OF STREET CARS.

The practice of locking from the outside the door leading from the body into the front vestibule of street cars was recently criticized in an order of the Board, in which it was held that companies in permitting this were adding a new peril to travel in case of mishap to the motorman or in case of collisions, in either of which it might be of great importance to reach the front vestibule from within the car.

This practice had been adopted by companies in the effort to prevent passengers from occupying the front vestibule, where they are likely to interfere with or discommode the motorman in his work, and so increase the liability of accident. The record furnishes abundant evidence that the crowding of vestibules has often been a cause of accident, and the taking of measures to prevent it is certainly to be commended.

To meet the objection to the present method of locking doors, it is proposed to adopt some device which will enable the conductor as well as the motorman to open them. In our opinion legislation, which would make the violation of a proper rule for the protection of motormen a criminal offence, would be desirable in the interest of safety.

ACCIDENTS.

The record of disaster upon steam railroads and electric railways had already greatly disturbed the public mind throughout the country, when several catastrophies within our own state, culminating in that upon the Boston and Maine railroad at Baker Bridge, followed in rapid succession.

The investigation of the Board is not to fix either civil or criminal responsibility, but wholly for the purpose of suggesting measures to lessen the dangers of the future.

The first of a group of recent accidents occurred upon the Worcester and Southbridge street railway. An attempt, as the result of an understanding between the despatcher and the motorman, to make connection between a special car sent out late at night and a regular car upon another railway, was the underlying cause of reckless speed in approaching a sharp curve upon a down grade which resulted in derailment of the car and death to two and injury to other passengers. The carelessness of employees and the failure of the management to effectually establish and enforce proper rules contributed to this accident. The Board makes the general recommendation that in approaching sharp curves at the foot of heavy grades, street cars should always come to an absolute stop, at a point indicated by the maintenance of a stop sign.

The second accident of the group was the explosion of a locomotive boiler upon the New York, New Haven and Hartford

railroad. Fortunately no one was injured. An examination of the boiler after the explosion showed a giving way under steam pressure at a point where the boiler was weakest. This was one of four engines of the same type purchased of a reputable manufacturer in 1889. Two of these engines were assigned to the Plymouth division and two to the Taunton division. The engines assigned to the Taunton division were adjusted to a steam pressure of one hundred and thirty pounds, those assigned to the Plymouth division to a pressure of one hundred and fifty pounds. The boiler which exploded was that of one of the last named engines. The safety valve was adjusted at the time to the pressure of one hundred and forty-nine pounds. Nothing was found which pointed to any leak, crack or defect that could have given warning of the danger in any ordinary inspection. In the opinion of the Board the strain upon boilers with such a history ought to have been lessened unless some special test had justified it. When a difference of opinion between experts involves the taking of a possible risk, there ought to be some one with absolute authority to insist upon safety at the expense of every other consideration.

A third accident of most unusual character took place upon the Boston Elevated railway. As a train of four cars reached a cross-over between the drawbridge and City Square station in Charlestown the forward truck of the rear car was derailed, the wheels being thrown to the right of the running rails. With the truck in this condition the train continued to move forward until it reached the inside steel guard rail at the curve near the station. At this point the derailed truck was thrown to the left, where it remained until the train was brought to a stop. A subsequent examination of the rear truck of the third car showed a broken pinion on the armature shaft of one of the motors and one tooth broken from the axle gear. As a result of these breaks, which arose from conditions that could not have been foreseen, the gears became wedged, causing the wheels to slide, and in so doing to make a flange on the outside of the tread of the wheel. This flange undoubtedly opened the switch enough to cause the forward truck of the rear car to leave the rail. The motorman in charge of the train, noticing trouble at Scollay Square, sent word for an inspector, and he was actually

engaged in looking up the trouble, having reached the rear end of the second car when the derailment took place. One prominent factor in keeping the train upon the structure and preventing the loss of life that would have followed had it been thrown to the street below is found, we believe, in the type of construction. If there had been here the solid floor often advocated in the interest of quieter operation, it is altogether likely that in rounding the curve the cars would have been thrown into the street. Tied together as it was, the existing structure offered a resistance which a railway with solid flooring would not have given.

In approving a construction similar to this for the extension of the elevated railway to Forest Hills, against the objection of those who urged a solid floor, the action of the Board was based upon the belief that in our climate this form of structure is safest. Its strength as proved in this test adds another to the reasons which seem to justify the selection.

The fourth, and in public interest the most important of this group of accidents, is that which occurred within a few weeks at Baker Bridge upon the Boston and Maine railroad. An express train comprising two engines, two milk cars, two baggage cars, a mail car, a Pullman car, a smoker and two coaches, and known as the Montreal express, left Boston at 7.45 P.M. on Sunday, November 26, on the Fitchburg division of the Boston and Maine railroad, west bound. A local passenger train comprising one engine, one combination car and three coaches had preceded it, leaving Boston at 7.16 P.M., west bound for Marlborough branch. According to schedule the express train would gradually reduce the time between it and the local train until at Lincoln the two trains would be within five minutes of each other. On the night in question, which was a clear one, the accommodation train had gradually lost time until at Lincoln there was but one minute between it and the express. The flagman of the accommodation train, according to his own statement, threw out a red fusee at some distance east of the station at Lincoln and admittedly threw out a red fusee a little west of the Lincoln station and another about a quarter of a mile from the station at Baker Bridge. A green light, known as a spacing signal, was displayed at Lincoln

Great Road crossing, over half a mile east of the station at Lincoln, and a similar light at the crossing beside that station.

The engineer upon the pilot engine of the express train states that he saw the green lights at Lincoln Great Road crossing and at Lincoln station, the red fusee just west of Lincoln station and that east of Baker Bridge, and that he knew the meaning of these lights and the rules governing them. He claims that upon seeing the red fusee near Lincoln station he shut off steam. With reference to the use of brakes, his statement is vague, involving at most a claim that he made a slight use of the brake and reduced speed a little. His estimate of the speed at which he passed Lincoln station and that at which the train was going immediately before the collision was the same. The engineer of the second engine of the express states that in his judgment the brakes were not used, and that the speed was not slackened. That the train proceeded from Lincoln to a few hundred feet of the place of accident at high speed, with little or no appreciable slowing down, is proved by abundant testimony as well as indicated by the impact of the blow in collision. The engineer of the pilot engine of the express further states that he took the train out voluntarily after notice, at eleven o'clock in the forenoon, that he was next on the list to go on duty and a further notice at four o'clock in the afternoon that he was assigned to this train; that he felt competent to take the train and was in good condition notwithstanding a headache of which he spoke to nobody; that the night was clear and his view of the track, which runs here in a straight line, seemed unobstructed; that the engine was working well and nothing happened to divert his attention; that it was not until he was within one hundred yards that he saw the rear-end lights of the train in front of him and at once applied the emergency brake. As the fireman was immediately killed there is no one to give any other version of what took place in the cab.

Rule 26c of the Boston and Maine Railroad, governing the use of red fusees, reads: "When a train is delayed, or loses time between stations, from any cause, so that the rear of the train is in danger from a following train, the rear brakeman will at intervals drop off standard signals. . . . Enginemen of all trains approaching such signals must reduce speed sufficiently to stop if necessary within seeing distance, then pro-

ceed carefully until they have positive information that the preceding train is far enough in advance for them to safely resume their speed." Rule 26d reads: "A green flag by day or a green light by night displayed at stations, junctions and grade crossings, signals that a train has passed within five minutes, bound in the same direction as the approaching train, and is a signal to run carefully until the way is known to be clear."

The engineer of the pilot engine of the express saw the green lights at Lincoln Great Road and at Lincoln station and at least one red fusee near Lincoln station, but disregarding the rules that required him to reduce speed so as to proceed cautiously and so that he could stop within seeing distance, rules with which he was familiar, he proceeded on his way at high speed until collision was unavoidable. Even though there may have been some glare from the fusee last thrown out, or smoke and steam from the accommodation train which, hanging about the bridge, partially shut out the view of the track, this conduct stands as a violation of rules.

However disposed one may be to treat generously a man of previous good record, and one of a body of men to whose splendid fidelity and courage the public owe so much, it would be unjust to those whose lives were in the care of this engineer to overlook his failure in the performance of duty.

The inquiry goes next to equipment and to methods of operating trains.

As it may be assumed that an engineer would not intentionally risk his own life as well as the lives of others, so it may be assumed that the management would not knowingly incur the risk of such a catastrophe.

ASSIGNMENT OF MEN.

It was the practice upon the Boston and Maine railroad to assign trainmen to extra or special duty in accordance with the understanding that the first man to report after the performance of a tour of duty shall be first on the list for the next tour. The engineer assigned to the Montreal express upon the night in question was the man to whom the assignment fell by this understanding.

Much of the criticism founded upon the fact that so many of the crew of the express train were spare men rests upon a mis-

apprehension of what that phrase means. A spare man is one who is qualified for, but not yet assigned to, regular service. As there are fewer trains upon Sunday than upon other days, and so many men prefer Sunday as the day to be off duty, the train service of that day is one to which spare men are very generally assigned. It by no means follows that they are not men of experience and of ability.

Every spare engineer has served his term as fireman and has passed written and oral examinations and ought to be equipped with all knowledge that can be acquired previous to actual practice. Although opinions differ as to the kind of work which had best be first given to a new man, it would seem fairer to him and better for all concerned that he have preliminary experience at a less responsible post before he is assigned to the most important trains. Where expert skill in the grasp of a situation, cool judgment in action and sure control of engine are especially needed, a man new to the work is ordinarily not the one to best meet requirements.

The mere fact that the engineer assigned to the Montreal express was a spare man in no way prejudices him or the company. As to his experience, it seems that he was familiar with the road and had served a long term as fireman upon the engine of an express train, where it was a part of his duty to look out for signals and where he would become more or less familiar with the handling of engine and train. His actual practice as engineer was limited, being confined to a little more than a month in charge of a night switcher in the yard, five days in charge of a freight train upon the road and one day in charge of a passenger train.

HOURS OF LABOR.

Hours of labor on railroads ought to be regulated, but in our opinion this should be done through agreement between employer and employees, and not by statute. Such an agreement is better suited to railroad service, where emergencies, in case of storms, washouts, accidents, and other temporarily unusual conditions demand a reasonable amount of extra work and an elasticity in the regulation of labor incompatible with a statute rule.

There was an agreement of this kind between the Boston and

Maine Railroad and its employees, but the record shows that the agreement was not always enforced, apparently through a mutual understanding that it might be at times disregarded. In this case the engineer assigned to the express had worked beyond ordinary limits during the week, but a night of sleep and a day of rest had intervened between his employment of Saturday and that of Sunday night, and nothing that he said and nothing that he did gave intimation that his condition was physically or mentally in any degree impaired.

Whether or not the work of the preceding week had any remote connection with what happened on this Sunday night, such instances as these show the advantage of a rigid enforcement of some general rule limiting hours of labor, and permitting exceptions only in such cases as are named in the rule and involve no risk of life. The human factor plays so large a part in all questions of safety in travel, even upon railroads equipped with the most modern automatic devices, that it is of great importance that the assignment of men should be carefully safeguarded.

In its annual report of 1904, the Board said: "No company can rightfully require from employees such long-continued hours of labor as to render them incapable of properly performing their tasks. A man cannot be vigorous and alert and watchful without proper hours of rest." We are convinced that railroad employees do not desire legislation to fix hours of labor upon railroads, and we believe that such legislation under present conditions would be unwise.

To our minds legislation will be warranted only when the desire of employees to work overtime and the inclination of employers to profit by such work practically destroys any limitation upon the hours of labor under an agreement of parties.

RULES.

The two safeguards upon which the Boston and Maine management relied to prevent rear end collisions were the green spacing signal and the red fusee. These signals had long been in use when the control of the Fitchburg was assumed, and no disaster had taken place to shake faith in their efficiency. Under the old rule upon the Fitchburg spacing signals were red and approaching trains came to a stop and then proceeded

carefully. In favor of that practice it can be said that it lessens the responsibility resting upon the engineer, and secures a standpoint of safety from which the movement of the train can afterward be directed. It requires a simple, positive act, and so is more likely to be obeyed and to impress the necessary warning. That it may tend to increase delays at times is possible, but such occasions should be infrequent under a proper schedule. While the public demand that trains make schedule time, there can be no reasonable complaint if delays are exceptional and either created or prolonged under unusual conditions in the interests of safety. Nor is there any likelihood that serious interruptions of service would follow if engineers were required to stop their trains on approaching red fuses. With other safeguards, such a rule should work well. Red fuses can be used too freely, and so lose their significance and value. They had better be used less and mean more.

Rule 99 reads as follows: "When a train stops or is delayed under circumstances in which it may be overtaken by a following train, the flagman must go back immediately with danger signals a sufficient distance to insure full protection." The superintendent stated that under this rule no flagman would be sent back unless something out of the usual course, such as a breakdown or extraordinary delay, had occurred, and this was evidently the way in which the rule was interpreted by those in charge of the accommodation train and by employees generally, if the statement of one of many engineers be excepted. But a delay that has held a train back almost to or quite upon the time of a following train would be within the literal wording of the rule.

Rule 703 reads: "Enginemen must never run past a red signal displayed on the track. If such a signal is given through carelessness, the case must be reported to the superintendent. They must be run according to the time table in effect and the general and special rules of the road governing speed." In practice this rule does not apply to red fuses, and that it is not intended to apply to them is apparent from a reading of the whole code. But why should a red fusee be classified as any other than a danger signal?

Railroad rules are too often uncertain and inconsistent.

Changes are needed to make them more effective, and to bring about harmony in understanding and practice.

Colors should uniformly mean the same thing, and we believe that red should invariably mean danger and that trains stop before proceeding further. Results of experience in the use of colors lead us to suggest that green indicate safety, and yellow, if used, caution.

Rules should be few as possible, clear, consistent, expressed in simple language, capable of, and intended for literal enforcement. In this way familiarity is made easy, misunderstanding, doubt and confusion prevented; the uncertainties of unwritten customs done away with, and both employer and employee equally protected. We recommend a re-examination of existing rules upon all our railroads and street railways.

DISCIPLINE.

Recent accidents within and without the State emphasize the paramount importance of the enforcement of discipline. Everything depends upon discipline in military establishments. It is yet more essential upon railroads and railways. One undivided authority to be obeyed without questioning is indispensable to safety, and any agreement or understanding which transfers this authority from employer to employee in matters affecting the safe operation of a railroad is vicious. Though a man be ready to work beyond his physical strength, tempted by the opportunity to earn extra wages, or ambitious to undertake a service for the safe performance of which greater experience or different qualities are requisite, the responsibility for permitting this must rest with the management, and the right to prevent it surely belongs with the responsibility.

The importance of discipline is recognized by employees as well as by the public. They, too, have lives at stake. In more than one instance, men who in circumstances that would have permitted them to escape blame by denying facts exclusively known to them, have manfully admitted the fault and borne punishment without murmuring under most trying conditions. Unintentional as may have been the failure in duty, it was acknowledged that no feeling of sympathy could justify the company in condoning it.

BLOCK SIGNALS.

The public has the right to expect that a management will adopt every measure of precaution which ought to commend itself to men of expert ability in the operation of railroads. Not that it should heed every suggestion from theorists or men commercially or otherwise interested in promoting patents, but that it should study questions of safety in the light of all available information and without reference to questions of economy. No company has the right to be content with methods and instrumentalities of the past or present, and not keep a look-out for improvements in mechanical and electrical devices that serve to aid and strengthen human agencies.

The experience of many years in running trains upon the Boston and Maine railroad undoubtedly led the management to believe that the rules governing fusees and green signals furnished adequate protection against such collisions as that at Baker Bridge. In defence of that belief it must be admitted that if these rules had been followed there would have been no accident at that place. In our opinion, however, the rules left too much discretion and responsibility with the train hands.

Although the company has favored the use of block signals under certain conditions, and had long ago installed them at various places upon its lines and more recently has increased their use, it had not generally replaced the time system of signals with the physical block system. In our opinion the latter is so far the better system that whatever the policy of the past may have been, that of the future ought to be one which shall vigorously push forward the installation of block systems of the most approved types.

The day for discussion as to whether signals founded upon a division of railroads into blocks are a desirable safeguard is past, experiment having conclusively proved their value. The extent to which automatic action is a feature of these plants varies greatly. This is well illustrated in two systems which, submitted to a thorough test of years, have each shown most satisfactory results, one upon the Pennsylvania railroad between Jersey City and Philadelphia, where an automatic electric plant has been in use, the other upon the Hudson

River railroad between New York and Albany, where a system under elaborate manual control has been employed.

Obviously, no arrangement of mechanical devices yet invented can insure against accident. A most advanced system of automatic block signals is installed upon the Boston Elevated railway; but this did not prevent a motorman, though signals were working perfectly, from running his train back into a block where it did not belong, with a collision as the consequence. A recent accident upon the Boston and Maine occurred where a block signal was installed and did its work, but was disregarded. It is unnecessary to enumerate the many instances in different sections of the country where these signals have failed to prevent accident. And yet beyond question companies ought to have their important lines equipped with them. Block signals give an engineer more definite knowledge of conditions immediately ahead of him, and, in limiting the field of his responsibility, decrease the chances of accident. While failure to observe these signals is always possible, the likelihood of collisions is undoubtedly lessened by their use. With the development of mechanical and electrical appliances they can readily be operated in such manner as not to seriously interfere with the conduct of the busiest traffic.

Fixed signals of one kind and another have long been in use at places upon our railroads. As improvements have been made older types have given way to newer. Changes are now going on. The block signal has been introduced to a varying but insufficient extent upon these railroads. We believe it should be generally installed where trains follow each other in quick succession or meet each other at frequent intervals. This suggestion applies as well to street railways where cars are run at high speed.

We recommend legislation requiring railroad companies, and such street railway companies as run cars under similar conditions, to equip, within a reasonable time, lines of the character above named with a block signal of such type and installed in such manner as the Board may approve.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

Commissioners.

APPENDIX.

APPENDIX.

SPECIAL REPORTS AND ORDERS RELATING TO RAILROADS AND STREET RAILWAYS.

CHARLTON ACCIDENT REPORT.

Report upon investigation of accident which occurred on the Worcester and Southbridge street railway on the fifth day of September, 1905.

There is always possible the extraordinary and unlooked-for event, the concealed weakness in some human or mechanical agency, and a resulting class of accidents from which railways can never be free. Other accidents are due to some almost pardonable failure to exercise an extreme but, as circumstances prove, a necessary care. There is a third class of accidents which the use of simple, ordinary prudence would prevent. Everything about the story of the recent accident upon the Worcester and Southbridge railway places it in this last group. Loss of life and serious personal injuries were the consequences of an almost wanton disregard of common precaution.

A special car, sent out late at night to carry a party from Charlton to Worcester, was rushed down a long grade toward a sharp curve at a speed of twenty-five or more miles an hour. Too late the brakes were applied, ineffectually, and the car, striking the curve, jumped the track and was hurled, body and wheels apart, a hundred feet away. Two passengers were killed and many injured. Life and limb were sacrificed to reckless speed.

The car which was wrecked was to have left Charlton Centre in season to make connection at Stafford street with the regular car into Worcester. Sufficient time had been allowed for the run, but the party was late in starting and therefore it was obviously very doubtful whether in the time that remained the special car could reach Stafford street before the regular car had left. A thick fog obscured the sight and made the rails slippery.

Under such circumstances the despatcher ought to have prohibited any attempt to make this connection. Upon just what orders the car was despatched is not clear, owing to the lack of

straightforward statement. From all the testimony we are satisfied that it was with the understanding that the connection would be made at Stafford street if possible and if not the car would go into Worcester. There is no reason to believe that the motorman was expected to send the car around a sharp curve at reckless speed in order to make the connection, and there is reason to believe that some general cautionary remark was made by the despatcher as the car departed. But it was a mistake to permit the car to attempt the connection, and there was a lack of the definite and positive orders which ought always to accompany a special service.

This finding does not excuse the motorman, who, aware of the danger and familiar with the surroundings, voluntarily approached this sharp curve at extreme high speed without having his car under control and without having taken the precaution to assure himself that the car could be brought under control in season to pass the curve in safety.

The rule of the company reads: "Great care must be exercised by motormen in . . . going . . . around sharp curves. Speed should be slowed down to that of a horse car with horses walking." Every motorman knows that these curves can be taken at twice that speed with perfect safety, and the rule is continually violated with the knowledge and assent of the management. Nothing is more demoralizing than a rule which employees are permitted to habitually disregard.

To properly safeguard electric railways against accidents upon heavy grades or upon dangerous curves there ought to be established at a proper distance some sign readily visible to the motorman, warning him of his approach to the point where slow speed is necessary. No such safeguard existed at or near the place of this accident.

We make another suggestion, — that the management ought to keep a closer watch over the way in which employees perform their duty. It is not enough to arrange a schedule and be content if that schedule is made. The way in which motormen exercise the wide discretion necessarily given to them in changing speed under various conditions ought to be the subject of some system of competent inspection. This would benefit the faithful and skilled employee and lessen the risk of accident.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

CHARTER CERTIFICATES.

NEW STREET RAILWAY COMPANIES.¹

Petition of the Maplewood and Danvers Street Railway Company for certificate of compliance with laws preliminary to establishment.

E. B. FULLER
M. E. S. CLEMONS } for petitioners.

W. H. COOLIDGE for Boston and Maine Railroad.

B. W. WARREN for Boston and Northern Street Railway Company.

The evidence showing the steps thus far taken by the petitioner toward organization as a street railway company has been presented and examined.

The Boston and Maine Railroad, the Boston and Northern Street Railway Company and George S. Silsbee, who have opposed this enterprise from the outset, joined at the eleventh hour by another owner of real estate, renew a number of requests for rulings which in the main have already been passed upon at other stages in these proceedings.

Without admitting that these requests have any standing under the statutes, we reply to those which relate to the action of boards of aldermen and selectmen in changing conditions which had been attached to original grants of location.

(1) The statute gives to the aldermen and to the selectmen full power to attach proper conditions to grants of street railway locations without submitting them to public criticism. The right to change these conditions in furtherance of the public interest without public notice and hearing would seem to follow.

(2) The remonstrants have all had full opportunity to be heard and have thoroughly availed themselves of it through the able and exhaustive arguments of counsel. There is no reason to believe that had they been heard before the local boards upon the changes in conditions which this Board suggested to secure the public interests any different result would have been reached in any instance. It is difficult to discover what grievance has been suffered.

¹ See also "New Street Railway Companies" under "Miscellaneous."

As it has been shown to our satisfaction that the statutory requirements in respect to execution and publication of the agreement of association, to the petitions for, grants and acceptance of locations, subscription to and payment of capital stock, filing of certificate and generally all requirements preliminary to the establishment of a corporation have been complied with, we hereby direct the Clerk of the Board to issue the usual certificate to this effect.

By the Board,

JAMES F. JACKSON,

Chairman.

By order of the Board of Railroad Commissioners, I, the undersigned, Clerk of said Board, hereby certify that the requirements of law preliminary to the establishment of a street railway corporation, as set forth in chapter 112 of the Revised Laws and acts in addition thereto, have been complied with by the subscribers to the annexed articles of Association for the formation of the Maplewood and Danvers Street Railway Company.

CHARLES E. MANN,

BOSTON, APRIL 3, 1905. [5770]

Clerk.

Petition of the Haverhill and Boxford Street Railway Company for certificate of compliance with laws preliminary to establishment.

E. B. FULLER
M. E. S. CLEMONS } for petitioners.

W. H. COOLIDGE for Boston and Maine Railroad.

B. W. WARREN for Boston and Northern Street Railway Company.

Evidence showing the steps thus far taken by the petitioner in the organization of a street railway company for the purpose of building a railway in the city of Haverhill and town of Boxford has been presented and examined.

For reasons stated in passing upon the application of the Maplewood and Danvers Street Railway Company for a certificate under this statute and upon similar findings of fact, we direct the Clerk of the Board to issue the usual certificate of compliance.

By the Board,

JAMES F. JACKSON,

Chairman.

By order of the Board of Railroad Commissioners, I, the undersigned, Clerk of said Board, hereby certify that the requirements of law preliminary to the establishment of a street railway corporation, as set forth in chapter 112 of the Revised Laws and acts in addition thereto, have been complied with by the subscribers to the annexed articles of Association for the formation of the Haverhill and Boxford Street Railway Company.

CHARLES E. MANN,

BOSTON, APRIL 3, 1905. [5769]

Clerk.

Petition of the Nahant and Lynn Street Railway Company for certificate of compliance with laws preliminary to establishment.

By order of the Board of Railroad Commissioners, I, the undersigned, Clerk of said Board, hereby certify that the requirements of law preliminary to the establishment of a street railway corporation, as set forth in chapter 112 of the Revised Laws and acts in addition thereto, have been complied with by the subscribers to the annexed articles of Association for the formation of the Nahant and Lynn Street Railway Company.

CHARLES E. MANN,

BOSTON, MARCH 30, 1905. [5795]

Clerk.

Petition of the Plymouth County Street Railway Company for certificate of compliance with laws preliminary to establishment.

By order of the Board of Railroad Commissioners, I, the undersigned, Clerk of said Board, hereby certify that the requirements of law preliminary to the establishment of a street railway corporation, as set forth in chapter 112 of the Revised Laws and acts in addition thereto, have been complied with by the subscribers to the annexed articles of Association for the formation of the Plymouth County Street Railway Company.

CHARLES E. MANN,

BOSTON, APRIL 1, 1905. [5675]

Clerk.

FARES AND SERVICE.

RAILROAD RATES.

Complaint of James McGovern relative to rates on the New York, New Haven and Hartford railroad.

The complainant is a contractor who has had in the past occasion to make large shipments of sand and gravel over the New York, New Haven and Hartford railroad. As the result of the freight rate which the company charges he now finds himself driven from the field by competitors in business.

The rate in question is forty cents per yard in case the shipment is by large car, fifty cents per yard if it is by smaller car. The complainant has been ready at all times to employ the larger cars but the company fails to provide them. In our opinion the company and not the shipper should bear a burden due to inadequate equipment.

But further than this we find that the rate in force upon other railroads under similar conditions is thirty-five cents per yard. Testing the charge under examination by either the railroad rule that a freight rate is to be governed by what the traffic will bear, or by the recognized rule of comparison with rates charged by other companies performing similar service under no more favorable conditions, we must conclude that the rate in question is unreasonable and recommend that it be reduced.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

MAY 29, 1905. [5866]

Commissioners.

Petitions of the Chadwick-Boston Lead Company et al. relative to rates charged by the New York, New Haven and Hartford Railroad Company and by the South Bay Wharf and Terminal Company; and of the South Bay Wharf and Terminal Company for determination of terms upon which petitioner and the New York, New Haven and Hartford Railroad Company shall jointly furnish freight facilities.

Memorandum of Finding.

There are two petitions pending before the Board; one from men representing large shipping interests who claim that the payment of a terminal charge upon freight delivered at the South Bay terminal in addition to the regular Boston rate for transportation of freight is a hardship from which they ought to be relieved; the other from the South Bay Wharf and Terminal Company, which asks us to determine, under chapter 484 of the Acts of 1901, the terms upon which that company and the New York, New Haven and Hartford Railroad Company shall join in receiving and delivering freight at the South Bay terminal. Before considering the last named petition, we believe it advisable to state the views which we entertain as to the general situation from the standpoint of the shipping public.

It is apparent that there is to-day a very considerable demand for terminal railroad facilities in the vicinity of the premises owned by the South Bay Wharf and Terminal Company. The New York, New Haven and Hartford Railroad Company declares its willingness to accede to this demand and to establish here a terminal of its own. If this were done, a necessary consequence would be that the terminal charge now made against shippers would disappear and the work of receiving and delivering the freight would be performed by the railroad company under its obligation to provide every reasonable accommodation and subject to state supervision as a part of the ordinary duties of such railroad company.

It seems to us that the public interests would be more fully served in this way than would be possible through any joint agreement between the railroad and terminal companies. If there were such a joint agreement, the South Bay Wharf and Terminal Company in performing its part of it might refuse to recognize possible demands of the public, as asking a larger service than it was obliged to render under the limitations of its charter, and that company could apparently decline to recognize any right of state

control over the way in which it saw fit to conduct the business. No exceptional circumstances are shown to justify any expectations that the public interests will be promoted through a joint service by these two companies rather than through a single service by the railroad company. On the contrary, everything points the other way.

We would therefore suggest that negotiations may well be attempted between these companies looking to some mutually satisfactory arrangement which will secure at or near this point a terminal for receiving and delivering freight under the conditions usual to a railroad freight terminal and without extra charge for terminal services. In the hope that this suggestion will receive prompt attention, the hearings are temporarily adjourned to be resumed if necessary at an early day.

For the Board,

JAMES F. JACKSON,

DECEMBER 18, 1905. [5972-5988.]

Chairman.

STEAMBOAT SERVICE.

Complaint of residents of Vineyard Haven concerning the service of the New Bedford, Martha's Vineyard and Nantucket Steamboat Company.

C. W. CLIFFORD for company.

The complaint relates to the freight and passenger rates and to the character of the service.

The Board has made an examination of the receipts and expenditures of the company and a general inquiry into its financial condition. It would appear that while earnings have been expended in building up a more valuable plant the outlay has been necessary to meet the demands of the business and to furnish better accommodation for the public, and that the entire property today represents an investment upon which stockholders are realizing no excessive profit. The service of the summer is large and profitable, but that of the winter, all-important to the residents of the island, is maintained at large expense and often in the face of great difficulties and dangers.

The fare between Vineyard Haven and Woods Hole is sixty cents and that between Vineyard Haven and New Bedford one dollar. It is claimed that this is an unjust discrimination, and

the claim would be true were mileage the deciding factor in fixing these rates. But a mileage basis is not customarily adopted under such conditions and in our opinion ought not to be adopted, as neither the value nor the cost of the service can be equitably apportioned according to the distance covered in reaching the different points upon the mainland at which these steamboats touch.

We believe, however, that as a measure which would benefit patrons and at the same time increase the volume of business, the company might well issue some form of commutation ticket making the fare between the Vineyard and Woods Hole fifty instead of sixty cents and that these tickets should be sold in such number as to place them within reach of people who cannot afford to make a large investment of capital in the purchase.

The freight rates, as far as they have been disclosed, do not appear to be excessive in view of all the circumstances, but the methods pursued in forwarding freight give just ground for complaint. Under the prevailing practice shipments of perishable goods and of the necessities of life have been frequently held for days at New Bedford while, owing to weather conditions, the boats were running only to and from Woods Hole. The company ought to make arrangement for forwarding freight through the winter season by way of such point as will secure the most prompt and regular delivery upon the islands.

By the present schedule the boat leaves Edgartown and Vineyard Haven on Mondays in time for passengers to take the early train from Woods Hole to Boston. Though otherwise claimed by the company, it is hardly conceivable that any appreciable peril would be occasioned were the boat to leave Edgartown and the Vineyard on Wednesdays as well as on Mondays in season to connect with this early train. We recommend it as a decided convenience to many persons.

The management of steamboats and the course to be taken at any given time in protection of life and property should for obvious reasons be left in the hands of those whose experience and skill in matters connected with navigation make them the best judges of what ought to be done; but upon all occasions when it is consistent with safety every reasonable convenience should be afforded to passengers in taking and leaving the boat.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

STREET RAILWAY FARES AND SERVICE.

Petition for night service of street cars to be run through East Boston tunnel.

W. C. MAGUIRE for petitioners.

In 1896 the Board recommended the running of additional cars in connection with the East Boston ferry, which action has since given to the residents of East Boston an increased night service. The petitioners now ask that cars be run through the East Boston tunnel between one and five o'clock in the morning as a substitute for the surface cars which are now furnished and which would be discontinued.

The serious feature of the proposed change is the consequent effect upon other parts of the system. At present the running of cars through the subway and upon the elevated structure as well as in the East Boston tunnel ceases at one o'clock in the morning and is resumed at five o'clock. In the intervening time occurs the inspection of tracks and equipment and the making of necessary repairs and renewals. This important work can be more safely and more thoroughly done during these hours.

The record shows that from one to five o'clock in the morning the number of passengers who have occasion to use the railway system in travel between Boston and East Boston is small. Though the use of the tunnel would give them quicker service and more comfortable quarters in which to wait for the cars, it would to some extent discommode other patrons of the railway who have been in the habit of relying upon the ferry cars.

Upon weighing the advantages and disadvantages of substituting a tunnel for a ferry service during the hours named, we are convinced that while there may be in the not distant future a controlling public need for the substitute, there is at present no such call for it as to warrant the disturbance which it would occasion in other methods of operating and maintaining the railway.

For the reasons given the prayer of the petition cannot now be granted.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

MARCH 20, 1905. [5729]

Commissioners.

Petition of the selectmen of East Bridgewater relative to fares on the Old Colony street railway.

I. M. GARFIELD for company.

Both before and since the consolidation of the railways which now make up the Old Colony street railway system, the Board has encouraged the establishment of five-cent fares between the centre of a large municipality, such as Brockton, and the centres of adjoining towns, upon the ground that a company ought to grant favorable terms where there is a considerable daily travel at fixed hours. This rule happily is often adapted to the special needs of those who use cars at night and in the morning between their homes and places of work. Under it the residents of East Bridgewater seek a five-cent fare to Brockton.

While East Bridgewater does not technically from the railway standpoint adjoin Brockton, for the reason that the route covers a short distance in an intervening town, the objection of the company to the application of the rule on that account cannot be sustained, as this physical distinction has no material significance. Practically the situation is that of adjoining centres.

The concession which is sought should be granted to East Bridgewater as soon as the resources of the company will permit, but we cannot see our way clear to ask the company to reduce this fare under present conditions. The affairs of the company as a whole, and admittedly they must be considered in deciding a question of this character, do not warrant a lessening of receipts. Recent dividends have been far below a fair return upon investment, a fact in part explained by the construction of railway lines which were not needed and which are to-day a legacy from the haste and waste of competition.

The petition is continued subject to the right of parties to take the matter up whenever an improvement in the resources of the company shall seem to warrant it.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

MAY 29, 1905. [5347]

Commissioners.

Complaint of selectmen of Essex concerning fares and service on the Boston and Northern street railway.

FRANK C. RICHARDSON for Town of Essex.

U. G. HASKELL for City of Beverly.

B. W. WARREN for company.

Upon study of the fares which are subject to complaint, both in comparison with charges for similar service performed elsewhere under like conditions and with reference to mileage and other pertinent facts, we are of the opinion that they are too high, and that between Essex and Gloucester and between Essex and Beverly there ought to be a ten instead of fifteen cent general fare, either through use of a ticket readily obtainable or in some other way, and a seven-and-a-half instead of ten cent fare by means of the special ticket now in use during certain hours of the morning and evening.

The company has consented to these changes and has presented a plan for carrying them out which involves the withdrawal of certain free transfer checks. The withdrawal of transfers as proposed would create a ten cent fare between a certain part and other parts of Beverly. To this we cannot agree, but do consent to the plan of the company so modified as to leave in force a five cent fare from any one to any other part of Beverly.

Upon investigation the Board is convinced that there is ground for the complaint about the service between Essex and Salem. There seems to be no reason why the Essex travel should be carried to Town House square by way of the roundabout route through Rantoul street. The importance of this travel, particularly in the summer season, would warrant either direct connection with Cabot street lines or the running of the Essex cars over Cabot street, and the character of the traffic in any event suggests the desirability of double-tracking the Cabot street line and so lessening the delays between connecting lines.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

Petition of the citizens of Grafton for recommendation that fares be reduced upon the Grafton line of the Worcester Consolidated street railway.

JOHN B. SCOTT for petitioners.

The petitioners claim that the receipts and expenditures of the Grafton line should be considered apart from the general receipts and expenditures of the company and that so considered the revenue from this line entitles them to a reduction in the existing fare.

We cannot agree that the separate receipts and expenditures upon each line of a railway system (assuming that they can be in all cases definitely ascertained) should be the controlling factor in determining what is a reasonable fare over each line.

The business upon a particular line is entitled to consideration, for there is a limit to the amount which one part of a community should contribute to the accommodation of another; but the receipts and expenditures of different lines are to be considered in connection with those of the railway as a whole and with due regard to the fact that profitable lines must do their share in supporting some unprofitable lines which in the larger public interest every company may be compelled to maintain.

Cases are to be judged exclusively from neither the standpoint of the separate line nor from that of the whole system but from both, and the decision is to be made in accordance with what the general good and justice to all may require.

An examination of the affairs of the company as a whole shows that after payment of operating expenses and the making of proper charges for maintenance the net earnings do not warrant a lessening of receipts unless to remove some plainly unjust discrimination. We do not find that such a discrimination exists.

The receipts of the Grafton line are augmented by fares paid by the patrons of another company which uses this line under an agreement with the Worcester Consolidated. It is impossible to predict how long this agreement may remain in force. As matters stand it would be unjust to assume that the income from this source is a permanent one.

Notwithstanding this, the Grafton line is undoubtedly a profitable one, but its contribution to the general revenue is not so disproportionate in comparison with other lines as to warrant a recommendation that the fares over it be reduced, in the face of the present receipts from the entire system.

This extension was constructed at the urgent request of resi-

dents of the locality to be benefited and the fares in force were then established by agreement. No change in circumstances has taken place which would as yet entitle patrons to a lower rate.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

MAY 9, 1905. [5527]

Commissioners.

*Complaint of Selectmen of Holbrook concerning fares upon the
Old Colony street railway.*

L. E. FLYE for petitioners.

B. W. WARREN for company.

The company, in fixing fare points between Quincy and Brockton, has established three of these within the town of Holbrook. This means, among other things, that people who have occasion to take a car in Holbrook between the Brockton line and Pine Hill turnout pay fifteen cents to reach the Braintree station of the New York, New Haven and Hartford railroad. We believe this to be an unreasonable burden upon a considerable number of people, and recommend such reduction in fare as will make this charge ten instead of fifteen cents.

The company ought to make in the near future a considerable expenditure in the renewal and repair of this line of railway.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

OCTOBER 20, 1905. [5883]

Commissioners.

*Petition of Forrest F. Collier relative to fares on the Boston and
Northern street railway between Lowell and Billerica.*

FORREST F. COLLIER for petition.

F. A. FISHER for Town of Billerica.

I. M. GARFIELD for company.

The fare on the Boston and Northern street railway between Lowell and Billerica, a distance of nearly seven miles, was recently increased from five to ten cents. Patrons of the road complain that this price is unreasonable, and there is ground for the claim. As stated in a recent opinion, a company may be entitled to increase its fares and yet not be justified in doubling an existing fare. This is a case of that kind and one in which we think the company has made too radical an increase in charges.

Since the hearing in this case and following the decision of the Board in the case affecting Melrose and adjoining towns, the company has agreed to introduce a commutation ticket for use between Lowell and Billerica. The fare will in this way be reduced from ten to seven-and-a-half cents. This meets our suggestion.

We further recommend that the time during which the morning and evening ticket is in force for the special accommodation of those who travel daily between their homes and places of business be so extended as to meet the convenience of those who use it. This will mean a lengthening of the time during which the ticket is good in the morning.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

OCTOBER 4, 1905. [5939]

Commissioners.

*Petition of the Boston and Northern Street Railway Company for
consent to a withdrawal of certain transfers.*

B. W. WARREN for company.

M. E. S. CLEMONS for Town of Wakefield.

J. A. STOCKWELL for Town of Stoneham.

The petitioner, claiming that its income is insufficient to provide a reasonable return to stockholders, proposes to increase its revenue through the withdrawal of certain free transfers which are in force in the city of Melrose and in the towns of Saugus, Stoneham, Wakefield and Reading.

Assuming, and after an examination of the receipts and expenditures of the company we cannot doubt, that the petitioner is right in claiming that it is entitled to increase its revenue, we are yet compelled to refuse consent to this particular plan for securing such increase. The reason is that the withdrawal of transfers as proposed in the petition would create an unjust discrimination between residents in the same communities.

The scheme presented makes the cost of travel to those who ride upon a main line less than that to those who ride the same distance but who travel a part of the way upon a side line. We find no ground in the cost of the service or in the benefits received from it to justify such discrimination. On this ground the petition must be denied.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

JULY 10, 1905. [5721]

Commissioners.

Petition of the Boston and Northern Street Railway Company for consent to withdrawal of transfers in the towns of Reading, Wakefield, Stoneham and Saugus and the city of Melrose.

B. W. WARREN for company.

M. E. S. CLEMONS for Town of Wakefield.

J. A. STOCKWELL for Town of Stoneham.

JOSEPH WIGGIN for City of Malden.

An investigation of the affairs of the Boston and Northern Street Railway Company must convince the fair-minded that if the company is to earn a reasonable dividend upon investment it must increase its earnings.

The experience of this company is not exceptional. Out of one hundred and two companies doing business in the state, twelve only have for the last five years earned and paid dividends amounting to five per cent. Thirty-eight only of the one hundred and two companies paid any dividend last year. The Boston and Northern earned last year less than two per cent. It will make a somewhat better showing this year, but one which, with proper reserve for maintenance, will permit a small return only upon the capital represented in the railway property.

The so-called capital of the association which has bought the stock of the corporate companies and issued its own preferred and common shares upon the basis of such holdings is in no way recognized in deciding this question of fare or any other questions in which the public are interested, the Board dealing exclusively with the capital stock of the corporate companies outstanding against appraised property values.

In the course of argument reference has been made to the fact that the Boston and Northern system includes both the paying and the non-paying smaller railways of former years. This is true, but in the scale against any local loss from combination there must be weighed the fact that it was only through the consolidation of properties and of management that the public could have secured the quicker, more comfortable and larger service, with connecting lines and through cars, which exists to-day over the greater part of this system. Figures have been given which show the hundreds of thousands of dollars which the consolidated company has expended, and which the component companies had they remained independent could not have expended, in improving roadbed, equipment and service. The work is not yet finished; indeed the ability to finish it is more or less directly connected with the success of the effort which the company is now making to increase its receipts.

Expenditures have been subject of criticism. Some items of cost are large, but on the whole this must be said rather of cost which cannot be avoided than of that which can readily be lessened. A most important item, the largest single item, is that of wages, in which during the last three years there has been an advance of more than twelve per cent. Of the \$2,641,579.53, the total operating expense of the company for the year 1904, \$1,025,214.62 was the amount paid in wages. This expense is a proper one and the scale of prices wisely based upon faithful service and consequent valuable experience and skill. In general an examination of the costs of operation fails to show that the company has neglected any measure of economy which it ought to have practised.

Assuming, what must be obvious, that no company can give a good service unless reasonably prosperous, and that this company to become reasonably prosperous must increase receipts in some way, the question is whether the proposed change in issue of transfers is justified.

There can be no question but that the issue of free transfers has been overdone. The original purpose of these transfers, to place travel by way of connecting lines upon the same footing as travel over direct lines, has sometimes dropped out of sight and transfers have been issued simply to extend the distance of travel for a five-cent fare.

The plan for restricting transfers to which the company asks our consent recognizes and leaves in force two rules which the Board has often approved, — that of a five-cent fare from one part to any other part of a city or town, and that of a five-cent fare between adjoining city and town centres. If fares upon this railway were for the first time to be established probably no criticism would be made against the proposed arrangement, but as it is now intended to take back something once granted there naturally follows the grievance which always accompanies any act of withdrawing privileges. The company has the right, however, under our statutes to establish from time to time reasonable charges for carrying passengers, and the only question which the Board has to decide is whether the petitioner will receive more than a reasonable compensation for the service it renders if these transfers are in part withdrawn. We are of the opinion that it will not and that the company is entitled to limit its transfers as defined in the petition.

The vote of the directors contemplates an increase in fares in connection with the change in transfers. We do not at this time pass upon the reasonableness of such increase in fares, but make

the suggestion that the management carefully consider whether a doubling of rates would not be an unreasonable advance, and whether, through the use of tickets or in some way, a less radical change would not be both wiser for the company and all that the public ought to be called upon to bear.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

SEPTEMBER 27, 1905. [5898]

Commissioners.

Petition of the selectmen of Merrimac and Amesbury for approval of orders requiring the Citizens Electric Street Railway Company to reopen its Pleasant Valley line.

THOMAS H. HOYT for Town of Merrimac.

A. W. REDDY, JR., for Town of Amesbury.

W. M. BUTLER for company.

In April last the Citizens Electric Street Railway Company made public announcement of its abandonment of what is known as the Pleasant Valley line of its railway. Prior to that time no cars had been run over this branch for many months, and the road-bed, from long want of renewal and repair, has become unsafe for use.

People residing along the line protest against its abandonment, and in furtherance of that protest the selectmen of Merrimac and Amesbury, acting under chapter 376, Acts of 1905, have each passed and now present for approval an order which reads as follows:

It is hereby determined that the interest of public travel requires the Citizens Electric Street Railway Company, and the said company is hereby required to run a car over . . . (describing the Pleasant Valley line) . . . not less than once every hour each way between the hours of six o'clock A.M. and ten o'clock P.M. on every day of the week. This order to go into effect forthwith upon notice to said company.

The Pleasant Valley line was constructed in 1889 under authority of chapter 130, Acts of 1888, as an extension of the Newburyport and Amesbury horse railroad. Later there was built the Haverhill and Amesbury street railway. Furnishing a more direct route between Haverhill and Amesbury, the new railway diverted practically the whole of the through travel from the Pleasant Valley line of the old railway, which was afterward operated at a heavy annual loss.

The company claims that it has lawfully abandoned this line and asks for a ruling that the right to do so is recognized in section 36, chapter 112, Revised Laws, which authorizes boards of aldermen or selectmen to order the removal of tracks from the streets in case their use has been discontinued for six months. The Board declines to make that ruling, being of the opinion that the statute in question provides a punishment for the discontinuance of a service rather than recognizes a right to discontinue it.

On the other hand, chapter 376, Acts of 1905, the statute under which the selectmen have acted, in our opinion has no application to a railway out of repair, out of use, and abandoned in fact if not in law. That statute originated in the days when horse cars threatened to encroach upon other uses of the streets. To protect such other uses the Legislature empowered boards of aldermen and of selectmen to limit the number and routes of cars and the extent to which they should occupy public ways.

The question is whether or not the Citizens Electric Street Railway Company may properly or lawfully refuse to operate its Pleasant Valley line and at the same time retain the right to operate the rest of its railway. To determine this, appeal should be had to the Legislature or to the Courts, which can alone effectually deal with the situation. That has been the course taken to determine the rights of parties in cases of a kindred character in this and other states.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

OCTOBER 16, 1905. [5868]

Commissioners.

Petition of the Newton and Boston Street Railway Company for extension of time for withdrawal of free transfers in Newton.

W. H. COOLIDGE for company.

W. S. SLOCUM for City of Newton.

C. E. STEARNS for City of Waltham.

J. W. ALLEN for Newton Highlands Improvement Association.

SAMUEL TARPLIN for remonstrants.

A little more than a year ago the Board, after extended public hearings and able discussion by counsel, and a careful examination of the affairs of the company, decided to sanction the temporary withdrawal of certain free transfers on the Newton and Boston street railway in the city of Newton.

Dealing only with investment in actual railway property and legitimate capitalization, and assuming that common ownership

of stock and community of interest make the Newton and Boston line practically a part of the Newton system of railways, we are satisfied that the history of the past year fairly demands that the company continue the withdrawal of these transfers for a further period, to end on the first day of January, 1907. This means another year of experiment, with sufficient additional time to enable all who may be interested to examine the returns of the company for that year before the matter is again considered.

The Board fully realizes the desirability of a five cent fare throughout the city of Newton, in force upon all the connecting lines of railway. We believe that the only way to permanently secure this is to approve every reasonable effort on the part of the management to put this company upon a prosperous footing. A first step in the gradual re-issue of transfers has been taken during the past year, after consultation between the company, the city government and this Board. Further steps in the same direction are to be expected as soon as conditions will permit. In our opinion the continuance of this experimental period will promote the public interests and eventually lead to a perfected system of free transfers which will meet the convenience of the travelling public without exhausting the resources of the company.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

OCTOBER 20, 1905. [5948]

Commissioners.

Complaint of Selectmen of North Brookfield concerning fares on the Warren, Brookfield and Spencer street railway.

R. W. BARTLETT
N. SUMNER MYRICK } for company.

For the past three years this company has paid no dividends, net earnings having been applied toward the payment of floating indebtedness which the company was unable to capitalize, inasmuch as no one was willing to take the stock at par. If these earnings had been devoted to the repairs and renewal of property to which they might well have been devoted there would have been little or nothing left for payment of either floating indebtedness or dividends. Among other things the removal of a large industry from North Brookfield has affected the business of the company.

It is evident that if the public is to be given suitable accommodation, and at the same time operating expenses are to be met, the

property maintained and even a small return made to stockholders, the present fare is not excessive.

The chief contention of the complainants is that the change from a five-cent to a six-cent fare violates a condition of the location. The supreme court has held that such a condition has not the binding force of a contract and that notwithstanding the acceptance of the location a company is free to establish what it deems to be proper charges, subject to the jurisdiction of this Board over the reasonableness of such charges.

The only question before the Board is, then, whether the fare of which complaint is made is reasonable. It would be plainly unjust to declare a fare reasonable which is so low as to lead to the bankruptcy of a company through the gradual exhaustion of its assets. On the other hand, promoters of an enterprise who have promised to maintain a stated fare as an inducement for a grant of location are bound to make a thorough attempt to carry out the promise, though this attempt may mean a sacrifice of dividends and even some risk to capital. But a railway company with such a promise upon its hands is hardly in the attitude of a private debtor. It has undertaken to be a public agent, and the paramount question is in what way it can efficiently perform this service. No company which is held to a fare that will bankrupt it can give the public the accommodation which it needs.

Under our statutes the boards which grant locations can revoke them, and if a location has been secured upon false pretenses it may be eminently proper that it be revoked; but ordinarily there is little satisfaction to the public in losing the railway, little justice in destroying the property of the stockholders and no opportunity to restore parties to their original condition. Usually when fares prove to be too low to make an enterprise fairly profitable, it is better for all concerned that the company revise its rates and place them upon a footing which will enable it to give the accommodation which the public needs and make a just return to stockholders upon their honest investment.

Upon a review of all the facts in this case we find no ground upon which we can hold that the fares now in force upon this railway are unreasonable.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

Commissioners.

Complaint of residents of North Raynham concerning fares on the Old Colony street railway.

H. F. HATHAWAY for complainants.

Of the two street railway lines between Taunton and Brockton, that which passes through North Raynham, Eastondale and Easton to Brockton is the more profitable, providing a quick, direct route to Brockton.

In granting the location in Raynham the selectmen burdened the company with no agreement about fares and with no heavy expense for street improvements. In return the public which they represented should receive every reasonable concession in fares.

The regular fare now in force between the Post Office in North Raynham and Taunton Centre, a distance of about three miles, is ten cents, the fare limit being at the town line. Upon the longer and less profitable line between Taunton and Brockton we find a five-cent fare between Hayward's crossing in Raynham and the business centre of Taunton, a distance at least as great, the town line in that case being disregarded.

Upon these facts there can be but one conclusion, and that is that the charge of which complaint is made is disproportionate to charges for similar services elsewhere and a plain discrimination against the petitioners. We recommend a reduction.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

MAY 29, 1905. [5786]

Commissioners.

Complaint of H. S. Ruggles relative to operation of cars on the Boston and Northern street railway.

This complaint covers several points, in reference to which our rulings follow:

(1) The custom during the winter months of keeping the windows of street cars securely fastened is a proper one. Ventilators sufficient in number should always be provided and be maintained in condition for use, and employees should be required to use them in order to provide proper ventilation.

(2) Sliding doors should move readily so as not to cause annoying delay to passengers in entering or leaving a car.

(3) The custom of locking upon the outside the door leading

from the car into the front vestibule is a bad one and should be abandoned. This door should always be unlocked and ready for use so that the front platform can be reached either in order to secure control of the car in case of accident to motorman or to enable passengers to escape in case of accident to car.

For the Board,

JAMES F. JACKSON,

DECEMBER 20, 1905. [C 675]

Chairman.

Complaint of residents of Sharon relative to service on the Norwood, Canton and Sharon street railway.

JOHN F. McGEOUGH for complainants.

E. H. TALBOT
S. H. PILLSBURY } for company.

On the evening of July 3, 1905, the complainants, desirous of reaching Sharon, took a car upon the Blue Hill line in the hope of connecting with a Norwood, Canton and Sharon car at Cobb's Tavern. The Blue Hill car did not arrive until the last regularly scheduled car of the Norwood, Canton and Sharon line had departed. Soon after, however, a Norwood, Canton and Sharon car arrived from Sharon and apparently was made ready to start upon a return trip. Some of the signs on the car were changed to their blank sides, but the dasher sign was left reading as usual "Sharon, Massapoag Lake." The complainants boarded the car, which was started without announcement as to its destination. Two passengers, it is true, happened to be informed by the conductor that the car was going only to the car barn. On different occasions special trips have been made between Cobb's Tavern and Sharon Centre after the scheduled service of the day has been completed. The car on reaching the barn, a mile from Cobb's Tavern, was stopped and the complainants were left to reach their homes as best they could.

There is no defense for this treatment of passengers. It was a matter of common knowledge that extra trips were sometimes run. The dasher sign remained as usual, indicating a through trip. Under the circumstances passengers were entitled to notice that the car was going only to the car barn, and the failure to give it is a just ground of complaint. A railway management should see to it that all reasonable assistance is given to enable patrons to

travel with as little inconvenience and discomfort as possible and to receive every accommodation that a railway can reasonably furnish.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

SEPTEMBER 28, 1905. [5924]

Commissioners.

Petition of residents of Stoneham for better service upon the Boston and Northern street railway.

J. A. STOCKWELL for petitioners.

B. W. WARREN
I. M. GARFIELD } for company.

Since the filing of this petition people of Stoneham have been given a fifteen-minute schedule in place of the half-hour schedule for cars running between Stoneham square and the corner of Main and Franklin streets in Melrose Highlands where transfer is made with cars to and from Boston.

That this is an improvement in accommodation is plain, but it is equally clear that a through service which will do away with change of cars between Stoneham and Boston is what is desired. Such a service would seem to be assured in the future from action already taken by the Metropolitan park commission and by the Boston and Northern and Boston Elevated railway companies looking to a new line through the Metropolitan park reservation and boulevard. The call for this accommodation is urgent and the necessary street railway locations have been contemplated in expenditures already made. Petitions for these locations have been presented and have been so far advanced as to promise an early agreement upon the details yet undetermined.

Believing that this proposed through service is the one which will best meet the public needs we shall be glad to aid in furthering all efforts to bring it about and are correspondingly unwilling to weaken such efforts by diversion into any other channel through which earlier but less satisfactory results might be realized.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

JUNE 5, 1905. [5723]

Commissioners.

Petition of citizens of Woburn, Medford and Winchester relative to fares on the Boston Elevated and Boston and Northern street railways in Medford.

J. MOTT HALLOWELL for City of Medford.

W. R. LANG for City of Woburn.

B. W. WARREN for Boston and Northern Street Railway Company.

Under an arrangement until recently in force between the Boston Elevated and Boston and Northern companies the Boston and Northern cars had for many years been running over the Boston Elevated tracks between Winthrop and Medford squares.

Meanwhile there had grown up an urgent demand for a through service between Woburn, Winchester, Medford and Boston. An opportunity for securing this through service for an experimental period having been presented, the Board approved an agreement between the companies through which each assumed control of its own tracks. The track between Winthrop square and Medford square therefore returned to the control of the Boston Elevated Railway Company. This change has subjected a number of persons to an additional fare, since each company collects fares upon its own railway.

The question is whether, assuming that the Board has power to act, it can justly ask the companies to enter into some different agreement on account of disadvantages resulting to a comparatively few persons from action which brings to a far larger number a great benefit. We answer it in the negative, believing that the proper course to be pursued is to await the working out of the problem for at least the remainder of the experimental period.

We shall, however, expect the Boston and Northern company to present as soon as may be after the first day of May, 1906, a statement showing as completely as possible the volume and character of traffic over this line and the volume of the business affected by the change in fares. This report should furnish facts upon which to base a final decision which will be just to all concerned.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

EXTENSION OF FRANCHISE.

RAILROAD.

Petition of the Connecticut River Railroad Company for certificate that public necessity and convenience require the extension of its railroad in the town of Deerfield.

It appearing, after due notice and hearing, that the proposed extension of the Connecticut River railroad, without any increase of the indebtedness of the company, from the tracks near the Cheapside bridge in Deerfield to the tracks of the Fitchburg railroad near East Deerfield, as shown upon a plan accompanying the petition, would materially increase facilities for performing the public service and is fairly required in promotion of the public interests.

We hereby certify that the public convenience and necessity require the construction of the extension above named.

A satisfactory estimate of the total cost of constructing the proposed extension having been submitted.

We hereby approve the same.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

FEBRUARY 23, 1905. [5734]

Commissioners.

By order of the Board of Railroad Commissioners, I, the undersigned, Clerk of said Board, hereby certify that the Connecticut River Railroad Company has submitted to the Board a sworn estimate by its chief engineer of the total cost of constructing a branch or extension of its railroad in the town of Deerfield in the county of Franklin in this Commonwealth, for which a certificate of exigency has heretofore been granted, and that said estimate has been approved by the Board; and that the authority required by section 98 of chapter 111 of the Revised Laws, for the construction of said railroad across the highways and other ways within said county, has been obtained.

CHARLES E. MANN,

FEBRUARY 23, 1905. [5734]

Clerk.

STREET RAILWAY.

Petition of the Springfield and Eastern Street Railway Company for authority to extend its railway into the town of Brimfield.

It appearing, after due notice and hearing, that the petitioner is maintaining and operating a street railway in the town of Monson; that opportunity to consider and act upon a proposed extension of this railway into the adjoining town of Brimfield is desired by the selectmen of that town and may promote the public interests, — it is

Ordered, That the Board hereby certify that public convenience requires that authority be granted to the Springfield and Eastern Street Railway Company to extend its railway into the town of Brimfield, subject to the provisions of law relating to the location, construction and operation of street railways.

Attest:

CHARLES E. MANN,

SEPTEMBER 28, 1905.

[5955]

Clerk.

GRADE CROSSINGS AND BRIDGES.

RAILROAD AND RAILWAY CROSSINGS.

Petition of the Blue Hill Street Railway Company for extension of time for maintaining grade crossing of railway and railroad in the town of Canton.

It appearing, after due notice and hearing, that the conditions existing in the locality where Washington street crosses the New York, New Haven and Hartford railroad in the town of Canton have not changed since the issue of the order of the Board sanctioning the temporary grade crossing of the railroad by the railway at this place at the same level therewith, and that under the circumstances consent should be given to a continuance of the right to maintain this crossing, — it is

Ordered, That the period during which the petitioner was authorized to maintain a crossing of its railway and the railroad at the same level under the order of the Board dated November 5, 1900, be extended to November 1, 1908.

Attest: CHARLES E. MANN,

OCTOBER 7, 1905. [5957]

Clerk.

Petition of the Boston and Worcester Street Railway Company for extension of time for maintaining grade crossing of railroad and railway in Framingham.

It appearing, after due notice and hearing, that the conditions existing in the town of Framingham where Worcester street crosses the New York, New Haven and Hartford railroad justify an extension of the time for maintaining the crossing of railroad and railway at the same level in the expectation that the carrying out of plans now under consideration will do away with the necessity for such crossing at grade, — it is

Ordered, That the period during which the crossing of the Framingham, Southborough and Marlborough street railway (now part of the Boston and Worcester street railway) and the New York,

New Haven and Hartford railroad at the same level in Framingham was sanctioned under the order of this Board dated February 28, 1899, be hereby further extended to March 1, 1907.

Attest: CHARLES E. MANN,

FEBRUARY 24, 1905. [5752]

Clerk.

Petition of the Concord, Maynard and Hudson Street Railway Company for extension of time for maintaining grade crossing of railroad and railway in Concord.

It appearing, after due notice and hearing, that the conditions existing where the highway crosses the Old Colony railroad (New York, New Haven and Hartford Railroad Company, lessee), in Main street near the Union station at Concord Junction, justify an extension of the time for maintaining the temporary crossing of railroad and railway at this place at the same level, — it is

Ordered, That the period during which the crossing of the Concord and Clinton street railway (now part of the Concord, Maynard and Hudson street railway) and the Old Colony railroad at the same level in Main street at Concord Junction was sanctioned under the order of this Board dated February 1, 1902, be hereby further extended to the first day of January, 1908.

Attest: CHARLES E. MANN,

APRIL 21, 1905. [5813]

Clerk.

Petition of the Concord, Maynard and Hudson Street Railway Company for extension of time for maintaining grade crossing of railway and railroad in Maynard.

It appearing, after due notice and hearing, that the conditions existing in the locality where the highway crosses the Marlborough branch of the Fitchburg railroad (Boston and Maine Railroad, lessee) in the town of Maynard justify an extension of the time for maintaining the temporary crossing of railroad and railway at this place at the same level, — it is

Ordered, That the period during which the petitioner was authorized to maintain a crossing of its railway and the railroad at the same level at this place under the order of the Board dated July 23, 1901, be extended to the first day of January, 1907.

Attest: CHARLES E. MANN,

APRIL 21, 1905. [5812]

Clerk.

Petition of the Hoosac Valley Street Railway Company for extension of time for maintaining grade crossing of railway and railroad in the town of Adams.

It appearing, after due notice and hearing, that proceedings for the elimination of the existing grade crossing of highway and the Pittsfield and North Adams railroad (New York Central and Hudson River Railroad Company, lessee), at Maple Grove in the town of Adams are pending, — it is

Ordered, That the period during which the petitioner was authorized to maintain a crossing of its railway and the railroad at the same level at this place, under the order of the Board dated March 28, 1902, be further extended to January 1, 1907, the authority granted hereunder to be exercised upon the conditions and subject to the restrictions and regulations named in said order.

Attest: CHARLES E. MANN,

SEPTEMBER 6, 1905.

[5933]

Clerk.

Petition of the Lexington and Boston Street Railway Company for extension of time for maintaining grade crossing of railway and railroad in the city of Waltham.

It appearing, after due notice and hearing, that the conditions existing in the locality where Lexington street crosses the Central Massachusetts branch of the Boston and Maine railroad in the city of Waltham have not changed since the issue of the order of the Board sanctioning the temporary grade crossing of the railroad by the railway at this place at the same level therewith, and that under the circumstances consent should be given to a continuance of the right to maintain this crossing, — it is

Ordered, That the period during which the petitioner was authorized to maintain a crossing of its railway and the railroad at the same level under the order of the Board dated July 19, 1899, be extended to October 1, 1908.

Attest: CHARLES E. MANN,

SEPTEMBER 22, 1905.

[5949]

Clerk.

Petition of the Milford and Uxbridge Street Railway Company for extension of time for maintaining grade crossing of railway and railroad in Hopedale.

It appearing, after due notice and hearing, that the conditions existing in the locality where the highway crosses the Grafton and Upton railroad in the town of Hopedale justify an extension of the time for maintaining the temporary crossing of railroad and railway at this place at the same level, — it is

Ordered, That the period during which the petitioner was authorized to maintain a crossing of its railway and the railroad at the same level at this place under the order of the Board dated June 25, 1901, be extended to the first day of June, 1907.

Attest: CHARLES E. MANN,

APRIL 20, 1905. [5818]

Clerk.

Petition of the Taunton and Buzzards Bay Street Railway Company for extension of time for maintaining grade crossing of railroad and railway in Bourne.

It appearing, after due notice and hearing, that the conditions existing where Bridge street crosses the New York, New Haven and Hartford railroad in the town of Bourne justify an extension of the time for maintaining the temporary crossing of railroad and railway at this place at the same level, — it is

Ordered, That the period during which the crossing of the Middleborough, Wareham and Buzzards Bay street railway (now the Taunton and Buzzards Bay street railway) and the New York, New Haven and Hartford railroad at the same level in Bridge street in Bourne was sanctioned under the order of this Board dated May 8, 1902, be hereby extended to the first day of January, 1908.

Attest: CHARLES E. MANN,

JUNE 13, 1905. [5869]

Clerk.

PRIVATE RAILROADS.

Petition of Farnam Cheshire Lime Company for consent to maintenance of a freight track for private use across a highway in Cheshire.

It appearing that authority has been granted to Farnam Brothers Lime Company for the construction and maintenance of a railroad

track for private use across a highway in Cheshire; that all parties interested have consented to the transfer of the right to construct and maintain this railroad to the petitioner; and that the maintenance of this railroad across the public way by the petitioner under suitable restriction and safeguards is consistent with the public interests, — it is

Ordered, That the consent of the Board which was given to the maintenance of the above named railroad by the Farnam Brothers Lime Company be extended and given to the maintenance of the same by the petitioner, subject to the conditions named in the former order of the Board issued under date of October 5, 1904.

Attest:

CHARLES E. MANN,

MAY 4, 1905. [5832]

Clerk.

Petition of the Fore River Ship Building Company for extension of time for maintaining private freight tracks across highways at grade.

Under an order of the Board issued May 6, 1903, the Fore River Ship and Engine Company, predecessor of the petitioner, was authorized to construct and maintain a private freight track across certain public highways in Quincy and Braintree for a period expiring on the first day of September, 1905. The petitioner now asks that this period be extended.

In the above named order, it was said: "We are of the opinion that permanent grade crossings ought not to be established here. It is practicable to construct this track over or under these highways. The undertaking would involve expense, but the cost, though large, would not be so great as to make it unjust to require the outlay within a reasonable time."

Without indicating any change in the opinion so expressed, under all the circumstances, — it is

Ordered, That the period within which these crossings may be maintained shall be extended from the first day of September, 1905, to the first day of September, 1907.

For the Board,

CHARLES E. MANN,

JULY 6, 1905. [5889]

Clerk.

Petition of William M. Wood for consent to the construction and maintenance of a railroad for private use in the transportation of freight across a highway in Lawrence.

It appearing that the board of aldermen of Lawrence have consented to the construction and maintenance of the proposed railroad across the highway; that the county commissioners of Essex county have adjudged that public necessity requires that the railroad cross the highway at a level therewith; and that the same is consistent with the public interests, — it is

Ordered, That the consent of the Board be hereby given to the construction and maintenance by the petitioner of a railroad, for private use in the transportation of freight, to be operated by steam power upon and across the highway known as Merrimack street, as shown upon a plan on file in this office.

This consent is given upon the condition that a flagman shall display a flag by day and a lantern by night whenever an engine, car or train is approaching and while it is passing over said crossing, and that no engine, car or train shall cross at a greater speed than four miles an hour.

Attest:

CHARLES E. MANN,

OCTOBER 11, 1905. [5940]

Clerk.

By similar orders, the Board has during the past year consented to the construction of railroads for private use in the transportation of freight across highways, as follows: —

January 19, 1905, J. Gardner Bassett — Spring street in Bridgewater. [5726]

November 13, 1905, William Cashman — Furnace avenue in Quincy. [5995]

April 6, 1905, Chandler Planer Company — Faulkner street in Ayer. [5794]

November 13, 1905, Haverhill Storage Company — Hale street in Haverhill. [5960]

September 6, 1905, Hobbs Manufacturing Company — Prescott street in Worcester. [5931]

April 12, 1905, E. A. and Oliver M. Howe — Highway near station, Boxford. [5779]

November 13, 1905, Milford Pink Granite Quarries — Cedar street in Milford. [5986]

May 15, 1905, John T. Scully — Albany street in Cambridge.
[5847]

November 13, 1905, Union Machine Company and Union Screen Plate Company — Highway near Westminster depot in Westminster. [5983]

June 22, 1905, Walker Ice Company — Thomas street in Worcester. [5877]

ADDITIONAL TRACKS AT CROSSING.

Petition of the Boston and Maine Railroad for consent to the construction of additional tracks across a highway in Worcester.

It appearing that the board of aldermen of Worcester have consented to the construction and maintenance of the proposed tracks across the highway at grade therewith; that the county commissioners of Worcester county have adjudged that public necessity requires that they be so constructed; and that the same is consistent with the public interests, — it is

Ordered, That the consent of the Board be hereby given to the construction and maintenance by the petitioner of railroad tracks for transportation of freight, to be operated by steam power upon and across the highway now crossed by other tracks of this railroad and known as Central street, as shown upon a plan on file in this office.

This consent is given upon the condition that a flagman shall display a flag by day and a lantern by night whenever an engine, car or train is approaching and while it is passing over said crossing, and that no engine, car or train shall cross at a greater speed than four miles an hour.

Attest:

CHARLES E. MANN,

JULY 18, 1905. [5873]

Clerk.

SAFEGUARDS AT CROSSINGS.

Petition of the selectmen of Framingham relative to safeguards at railroad crossings.

After a personal inspection of the conditions existing at what is known as the Waverley-street crossing of the New York, New Haven and Hartford railroad, and the Bishop-street crossing of the Boston and Albany railroad in South Framingham, we recommend that as additional safeguards for the protection of the travelling public a night watchman be stationed at the Waverley-street

crossing and that the hours during which a watchman is stationed at the Bishop-street crossing be extended to twelve o'clock midnight.

The Board further approves the suggestion that gates be erected at the Bishop-street crossing in the near future.

By the Board,

JAMES F. JACKSON,

AUGUST 2, 1905. [5854]

Chairman.

Petition of the Grafton and Upton Railroad Company for consent to a change in the method of safeguarding the crossings of the railroad at North and Waterville streets in Grafton.

This railroad has recently undergone a radical change in operation, steam power (except for night freight) having given way to electricity and trains to single electric cars. We are assured that the company is further prepared to take and deliver passengers after the fashion of an ordinary street railway at each of these highway crossings.

In view of these facts the Board is satisfied that, provided every car upon approaching these highways is brought to a full stop and is then limited to a speed not exceeding four miles an hour while proceeding across the public way, flagmen need no longer be maintained at these places.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

JUNE 13, 1905. [5857]

Commissioners.

Petition of the Selectmen of Marshfield for change in method of safeguarding railroad crossing.

If the maintenance at a railroad crossing of an automatic system of warning travellers of an approaching train through the sounding of electric bells is ever justified, the conditions at the crossing in question justify it.

This is a branch road, the view of approaching trains good and the speed of trains necessarily slow as they regularly stop at the station close by. There is no evidence that the plant is not properly installed or that it fails to give the warning which it is supposed to give.

The statutes recognize this method of safeguarding crossings and

the Board is not prepared at this time to say that under circumstances like those disclosed in this case such a method is improper or ineffectual.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

MARCH 22, 1905. [5603]

Commissioners.

Petition of the Selectmen of Reading for changes in safeguards at railroad grade crossings.

A. P. FRENCH for Town of Reading.

W. H. COOLIDGE for Boston and Maine Railroad.

The petition asks for a change in the method of protecting the crossings of the Boston and Maine railroad and Main and Ash streets in Reading.

These two crossings exist side by side. The claim is that the two gates ought not to be worked, as now, together from a tower, but each gate separately from the ground.

There is no occasion to pass upon the respective merits of different plans for safeguarding these crossings, for a view of the premises discloses conditions in every way favorable for uniting the highways as they approach the railroad and thus doing away with one of the crossings. It seems that steps looking to such changes were taken by the company some time ago, but that on account of opposition from townspeople the plan was not carried out.

In our judgment the safety of the public demands this improvement. The process is simple and inexpensive. The maintenance of an unnecessary railroad grade crossing is inexcusable. We recommend that the company take up the matter with those in authority over the highways.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

MAY 8, 1905. [5720]

Commissioners.

Petition of the Selectmen of Sandwich for the establishment of safeguard at crossing of County road and the New York, New Haven and Hartford railroad.

The highway near the New York, New Haven and Hartford railroad station in East Sandwich crosses the railroad obliquely and a more or less obstructed view makes the crossing more perilous than it otherwise would be.

Two methods of protecting it are in use, one by electric bells and one by flagman. As the result of our inquiry we are assured that the company undertakes to provide a flagman at this crossing to warn people of approaching trains. We assume that this rule is to be enforced and believe that, properly enforced, it affords the most satisfactory method of protecting the crossing.

The electric bells may well be considered an additional and not a substitute safeguard and as such serve a useful purpose.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

JUNE 5, 1905. [5849]

Commissioners.

Petition of selectmen for additional safeguards at grade crossings of highways and the New York, New Haven and Hartford railroad in Scituate.

After a public hearing a view of the premises was taken.

1. At North Scituate two highways cross the railroad, one upon each side of and close to the station. Both crossings are protected by flagmen, but during the winter season the flagman at the less important highway is an employee whose duties include other services beside that of flagging the crossing. The change really needed here is one which will unite the two highways and so do away with one of the crossings. Meanwhile no employee who is expected to flag a crossing should have other work which will interfere with the full discharge of that obligation.

2. At the Hollett street crossing the bushes along the highway upon the westerly side of the railroad obstruct the view. We suggest their removal. On account of the curve in the railroad not very far north of the highway, and the speed at which trains pass over this crossing, we recommend that the company install electric bells at this place.

3. The crossing at Egypt is protected by a flagman. It is said that upon some occasions the flagman has apparently left his post to attend to other work before he has fully discharged his duty in flagging trains. The work of flagging this crossing ought to be held paramount to all other service and nothing be allowed to interfere with it.

4. The Beaver street crossing is at present protected by electric bells. The heavy descending grade of the highway, the obscured view and the sharp curves in the railroad on both sides of the highway, in our opinion, call for a flagman at this place.

5. All trains stop at the Scituate station and the railroad premises can be plainly seen from all points except by persons approaching along the main road from an easterly direction. To safeguard such approach we recommend the installation of electric bells.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

OCTOBER 18, 1905. [5954]

Commissioners.

BRIDGES AT HEIGHT LESS THAN EIGHTEEN FEET.

Petition of the Selectmen of Wellesley for approval of height of bridge over the Boston and Albany railroad.

It is the desire of the Selectmen of Wellesley and of the Boston and Worcester Street Railway Company that the highway bridge at Wellesley Hills be widened at its present height of fifteen and seven-tenths feet above the tracks of the Boston and Albany railroad.

The proposed change in this bridge involves a material addition to an existing structure over the four track main line of the railroad. Unless peculiar conditions make it impracticable to secure it, the Board in such cases must require a clearance of at least sixteen feet between the tracks of the railroad and the bridge, as a measure of protection for employees.

As it is not impracticable to secure such clearance here we must insist upon this requirement and therefore disapprove the widening of this bridge at its present height.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

MARCH 31, 1905. [5778]

Commissioners.

Petition of the directors of the Boston and Albany Railroad Company for approval of height of bridge in Brookline and Boston.

After consideration, — it is

Ordered, That the consent of the Board be hereby given to the construction of a bridge over the tracks of the Boston and Albany railroad at Reservoir lane in the town of Brookline and city of Boston at a clear height of not less than sixteen (16) feet above the tracks of the railroad.

Attest:

CHARLES E. MANN,

JUNE 6, 1905. [5865]

Clerk.

Petition of the Cambridge Bridge Commission for approval of height of bridge over the Boston and Albany railroad.

After consideration, — it is

Ordered, That the consent of the Board be hereby given to the construction of the Brookline street bridge over the tracks of the Boston and Albany railroad in the city of Boston at a clear height of not less than sixteen and one-half ($16\frac{1}{2}$) feet above the tracks of the railroad.

Attest: CHARLES E. MANN,

APRIL 12, 1905. [5803]

Clerk.

CHANGE OF GRADE OF RAILROADS.

Petition of the Mayor and Aldermen of the City of Boston for consent to changes in the grade of the New England railroad at Dudley street in said city.

Upon the petition of the mayor and aldermen of the City of Boston for consent to changes in the grade of the railroad of the New England Railroad Company, leased to the New York, New Haven and Hartford Railroad Company, as a part of the plan adopted by the special commission appointed by the Superior Court to consider the abolition of the grade crossing of Dudley street and said railroad in said city, after due notice and hearing and full consideration

It is ordered that the consent of the Board be hereby given to the following changes in railroad grades proposed by the special commission above named in connection with its plan for the abolition of said crossing:

The grade of the tracks of the New England railroad shall be changed as follows:—

Beginning at station 118+10 near the northerly end of the bridge carrying said tracks over Massachusetts avenue in the city of Boston, at elevation 32.41, the grade of said tracks shall rise going southerly with a gradient of eight hundred and thirteen one thousandths of a foot (.813) per one hundred feet to station 147+10, at elevation 56; thence still ascending with a gradient of four hundred and ninety-nine one thousandths (.499) of a foot per hundred feet to station 164, at elevation 64.44, where the new grade meets the present grade of tracks, with suitable vertical curves at changes of grade.

Attest: CHARLES E. MANN,

NOVEMBER 10, 1905. [6002]

Clerk.

Petition of John J. Flaherty, Edmund K. Turner and Stephen S. Taft, special commissioners, for consent to changes in the grade of the Berkshire railroad in Great Barrington.

It appearing that certain changes in the grade of the Berkshire railroad are necessary for the convenience and safety of the public if the plan adopted by the petitioners for the abolition of grade crossings of highway and railroad in the town of Great Barrington is to be carried out, — it is

Ordered, That the consent of the Board be hereby given to the proposed changes in the grade of the Berkshire railroad as properly incidental to the decision made by the petitioners in connection with the abolition of the above named crossings.

Attest:

CHARLES E. MANN,

JULY 24, 1905. [5913]

Clerk.

Petition of the Mayor and Aldermen of New Bedford for consent to changes in the grade of the Old Colony Railroad.

Upon the petition of the Mayor and Aldermen of the City of New Bedford for consent to changes in the grade of the railroad of the Old Colony Railroad Company, leased to the New York, New Haven and Hartford Railroad Company, as a part of the plan adopted by the special commission appointed by the Superior Court to consider the abolition of certain grade crossings in said city, after due notice and hearing and full consideration

It is ordered that the consent of the Board be hereby given to the following changes in railroad grades proposed by the special commission above named in connection with its plan for the abolition of said crossings:

The elevation of the top of the rail of the main line of the Old Colony railroad is changed and established as follows, viz.: —

Beginning at station 1564 of the location as shown on plans, at a point about fifteen (15) feet southerly from Nash road, so called, at elevation 66.20 feet above the base established by the City of New Bedford as mean high water; thence southerly, descending by a vertical curve to elevation 65.36 feet at station 1566; thence southerly by a level grade to elevation 65.36 feet at station 1581; thence southerly, descending by a vertical curve to elevation 63.83 feet at station 1585; thence southerly, by a descending grade at the rate of .765 feet per one hundred feet to elevation 40.12 feet

at station 1616; thence southerly, descending by a vertical curve to elevation 38.32 feet at station 1618; thence southerly, by a descending grade at the rate of 1.035 feet per one hundred feet to elevation 34.05 feet at station 1622 + 12.65, this being the initial point of the base line of location of the Boston, Clinton, Fitchburg and New Bedford railroad, filed October 14, 1879, and called station O on said plan; thence southerly, by a descending grade at the rate of 1.035 feet per one hundred feet to elevation 22.66 feet at station 11; thence southerly, by a descending grade at the rate of 1.12 feet per one hundred feet to elevation 6.42 feet at station 25 + 50; thence southerly, descending by a vertical curve to elevation 5.30 feet at station 27 + 50; thence southerly, by a level grade to elevation 5.30 feet at station 30; thence southerly, descending by a vertical curve to elevation 5.10 feet at station 32; thence southerly, by a descending grade at the rate of .19 feet per one hundred feet to elevation 3.96 feet at station 38; thence southerly, descending by a vertical curve to elevation 3.80 feet at station 40; thence southerly, by a level grade to elevation 3.80 feet at station 53, at the present elevation of the tracks.

The elevation of the top of the rail of the Fall River branch of the Old Colony railroad is changed and established as follows, viz.: —

Beginning at station 1577 of the location, as shown on plans, at elevation sixty-two (62) feet; thence southerly, ascending by a vertical curve to elevation sixty-two and forty-eight one-hundredths (62.48) feet at station 1581; thence southerly, ascending by a vertical curve to elevation sixty-three and eighty-three one-hundredths (63.83) feet at station 1585 where it joins the new grade of the main line.

Attest:

CHARLES E. MANN,

NOVEMBER 10, 1905. [5996]

Clerk.

Petition of Edmund K. Turner, William M. McClench and Charles N. Clark, special commissioners, for consent to changes in the grade of the Fitchburg railroad in Williamstown.

It appearing that certain changes in the grade of the Fitchburg railroad are necessary for the convenience and safety of the public if the plan adopted by the petitioners for the abolition of a grade crossing of highway and railroad in the town of Williamstown is to be carried out, — it is

Ordered, That the consent of the Board be hereby given to the

proposed changes in the grade of the Fitchburg railroad as properly incidental to the decision made by the petitioners in connection with the abolition of the above named crossing.

Attest:

CHARLES E. MANN,

FEBRUARY 16, 1905.

[5757]

Clerk.

CERTIFICATES RELATIVE TO ABOLITION OF GRADE CROSSINGS.

Petition of the selectmen of Acton for certificate relative to the proposed abolition of grade crossings in that town.

R. E. JOSLIN for Town of Acton.

W. H. COOLIDGE for Boston and Maine Railroad.

Since the action of the Board under date of May 31, 1904, at which time it issued a certificate of approval of the plan for abolishing the crossings of Maynard and Stow streets and of County road over the Fitchburg railroad at grade in the town of Acton, a supplemental report has been filed by the special commission appointed to consider the abolition of these crossings, in which certain changes have been made in reference to the manner of meeting the cost of this improvement.

There appears to be nothing in the changes which this supplemental report proposes which should in any way alter our opinion as expressed in the former certificate.

We therefore certify that in our opinion the adoption of the plan set forth in the supplemental report of the special commission appointed by the Superior Court to consider the abolition of the grade crossings of Maynard and Stow streets and of County road and the Fitchburg railroad (Boston and Maine Railroad, lessee), in the town of Acton, and the incurring of the expenditure therein authorized are consistent with the public interests and are reasonably required to secure a fair distribution between the different cities, towns and railroads of the Commonwealth of the public money appropriated for the abolition of grade crossings, and that such expenditure will not in our judgment exceed the amount to be paid by the Commonwealth under the provisions of law relating thereto.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

MAY 9, 1905. [5817]

Commissioners.

Petition of the Hoosac Valley Street Railway Company for certificate relative to abolition of grade crossing in Adams.

B. W. WARREN }
I. M. GARFIELD } for company.

WOODWARD HUDSON for Boston and Albany Railroad Company.

When, a few years ago, the Hoosac Valley street railway was constructed across the Pittsfield and North Adams branch of the Boston and Albany railroad at Maple Grove in Adams, consent was given to a temporary crossing at the same grade upon the assurance that an overhead crossing through private lands was soon to be built.

Then followed the legislation of 1902, which made street railway companies liable to a part of the expense of abolishing grade crossings of highways and railroads. The company under that statute filed in court a petition asking for the abolition of the highway grade crossing at this place. The town supported this movement and joined in the petition. Special Commissioners were appointed by the Court, who, after viewing the premises and hearing the evidence and arguments, have decided that "it is necessary for the security and convenience of the public" that the grades of the highway and railroad be separated, and have adopted a plan for carrying out the improvement.

The petition now before us is filed under the provision of law that "no final decree shall be made by said superior court upon any report of commissioners setting forth a plan for the abolition . . . of a grade crossing . . . until the Board of Railroad Commissioners, after a hearing, shall have certified in writing that in their opinion the adoption of such plan and the expenditure to be incurred thereunder are consistent with the public interests, and are reasonably requisite to secure a fair distribution between the different cities, towns and railroads of the commonwealth, of the public money appropriated . . . for the abolition of grade crossings."

The railroad company appears here as a remonstrant, claiming that though the plan for abolishing the crossing is probably the best that can be devised the expense is extravagantly large for the advantages secured; that an approval of the scheme will result in disproportionate expenditure of the public money, and that the company ought not to be required at present to add to the work of this kind which is going on at other places upon its system.

In our opinion no sufficient reason has been advanced for overruling the decision of the Special Commission that "it is necessary for the security and convenience of the public" that these alterations be made. While the railroad is not a main line, there is considerable traffic over it, and the highway lies in the settled part of a town of considerable and increasing population and importance. It cannot be fairly said that the removal of the dangers which attend such a crossing is not of substantial public benefit, or that the cost in this instance is out of proportion to the good attained.

While new and frequent menace to the travelling public exists today in the reckless driving of automobiles and speeding of electric cars, the introduction of these perils has not disturbed the settled policy of the state in respect to the elimination of the older perils of highway and railroad grade crossings.

To the claims of the company that the approval of this petition would cause an improper distribution of the public money, the answer is that the cities and towns of this part of the state are clearly entitled to a contribution from the public fund in view of the contributions which have been made elsewhere. The other railroad companies are not likely to complain that the state is giving to this company a disproportionate share of the fund.

The company finally urges that the additional burden ought not to be imposed upon it at this time in view of the amount of similar work which it is prosecuting. There is nothing in the wording of the statute which makes that argument directly relevant, though it may well be claimed that to overload a railroad company with requirements for immediate expenditure would lessen its ability to properly conduct its business and therefore not be "consistent" with the public interests. The approval of this separation of grades does not appear, however, to impose such a hardship upon the company as to warrant a finding upon our part that the improvement be postponed. The exact time at which work is to be begun is not determined by our order but by a decree of the Court.

We hereby certify that in our opinion the adoption of the plan and the incurring of the expenditure, as set forth in the report of the Special Commission appointed by the Superior Court to consider the abolition of the crossing of the highway and the Pittsfield and North Adams branch of the Boston and Albany railroad at Maple Grove in the town of Adams, are consistent with the public interests and are reasonably required to secure a fair distribution between the different cities, towns and railroads of the commonwealth of the public money appropriated for the abolition of grade

crossings, and that such expenditure will not in our judgment exceed the amount to be paid by the commonwealth under the provisions of law relating thereto.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

SEPTEMBER 22, 1905. [5897]

Commissioners.

Petition of the selectmen of Ayer for certificate relative to abolition of grade crossing in that town.

After due notice and hearing, an examination of the proposed plan for the abolition of the grade crossing of Main street and the Fitchburg railroad (Boston and Maine Railroad, lessee) in the town of Ayer, as set forth in the report of the special commission duly appointed by the Superior Court to consider the same, and an inquiry into the expenditure therein authorized.

The Board hereby certifies that in its opinion the adoption of said plan and the incurring of such expenditure are consistent with the public interests, and are reasonably required to secure a fair distribution between the different cities, towns and railroads of the Commonwealth, of the public money appropriated for the abolition of grade crossings, and that such expenditure will not in its judgment exceed the amount to be paid by the Commonwealth under the provisions of law relating thereto.

Attest: CHARLES E. MANN,

FEBRUARY 8, 1905. [5696]

Clerk.

Petition of the Mayor and Aldermen of the City of Boston for certificate relative to abolition of grade crossing at Dudley street in said city.

After notice and hearing and careful examination of the proposed plan for abolishing the grade crossing of Dudley street and the New England railroad in the city of Boston, as set forth in the report of the Special Commission appointed by the Superior Court to consider the matter, and after full consideration of the expenditure therein authorized, — it is

Ordered, That the Board hereby certify that in its opinion the adoption of said plan and the incurring of such expenditure are consistent with the public interests and are reasonably required to secure a fair distribution between the different cities, towns and railroads of the Commonwealth of the public money appropriated

for the abolition of grade crossings, and that such expenditure will not in its judgment exceed the amount to be paid by the Commonwealth under the provisions of law relating thereto.

Attest:

CHARLES E. MANN,

DECEMBER 8, 1905.

[6014]

Clerk.

Petition of the directors of the Boston and Albany Railroad Company for certificate relative to abolition of grade crossing in Brookline and Boston.

After due notice and hearing, an examination of the proposed plan for the abolition of the grade crossing of Reservoir lane and the Boston and Albany railroad in the town of Brookline and city of Boston, as set forth in the report of the special commission duly appointed by the Superior Court to consider the same, and an inquiry into the expenditure therein authorized.

The Board hereby certifies that in its opinion the adoption of said plan and the incurring of such expenditure are consistent with the public interests, and are reasonably required to secure a fair distribution between the different cities, towns and railroads of the Commonwealth of the public money appropriated for the abolition of grade crossings, and that such expenditure will not in its judgment exceed the amount to be paid by the Commonwealth under the provisions of law relating thereto.

Attest:

CHARLES E. MANN,

JUNE 6, 1905.

[5865]

Clerk.

Petition of the directors of the Boston and Albany Railroad Company for certificate relative to abolition of grade crossing in Brookline.

After due notice and hearing, an examination of the proposed plan for the abolition of the grade crossing of Kerrigan place and the Boston and Albany railroad in the town of Brookline, as set forth in the report of the special commission duly appointed by the Superior Court to consider the same, and an inquiry into the expenditure therein authorized.

The Board hereby certifies that in its opinion the adoption of said plan and the incurring of such expenditure are consistent with the public interests, and are reasonably required to secure a fair distribution between the different cities, towns and railroads of the Commonwealth, of the public money appropriated for the abolition

of grade crossings, and that such expenditure will not in its judgment exceed the amount to be paid by the Commonwealth under the provisions of law relating thereto.

Attest: CHARLES E. MANN,

MARCH 14, 1905. [5767]

Clerk.

Petition of the Fitchburg Railroad Company for certificate relative to abolition of grade crossing in Deerfield.

After due notice and hearing and careful examination of the proposed plan for abolishing the grade crossing of the highway and the Vermont and Massachusetts railroad in the town of Deerfield, as set forth in the report of the special commission appointed by the Superior Court to consider the matter, and after full consideration of the expenditure therein authorized, — it is

Ordered, That the Board issue its certificate that in its opinion the adoption of said plan and the incurring of such expenditure are consistent with the public interests and are reasonably required to secure a fair distribution between the different cities, towns and railroads of the Commonwealth of the public money appropriated for the abolition of grade crossings, and that such expenditure will not in its judgment exceed the amount to be paid by the Commonwealth under the provisions of law relating thereto.

Attest: CHARLES E. MANN,

SEPTEMBER 20, 1905. [5947]

Clerk.

Petition of the Town of Great Barrington for certificate relative to abolition of grade crossings in that town.

After due notice and hearing, an examination of the proposed plan for the abolition of the grade crossings of the highway and the Berkshire railroad (formerly the Stockbridge and Pittsfield railroad) in the town of Great Barrington, as set forth in the report of the special commission duly appointed by the Superior Court to consider the same, and an inquiry into the expenditure therein authorized.

The Board hereby certifies that in its opinion the adoption of said plan and the incurring of such expenditure are consistent with the public interests, and are reasonably required to secure a fair distribution between the different cities, towns and railroads of the Commonwealth, of the public money appropriated for the abolition of grade crossings, and that such expenditure will not in its judg-

ment exceed the amount to be paid by the Commonwealth under the provisions of law relating thereto.

Attest:

CHARLES E. MANN,

AUGUST 1, 1905. [5914]

Clerk.

Petition of the selectmen of Stockbridge for certificate relative to abolition of grade crossings in that town.

After due notice and hearing, an examination of the proposed plan for the abolition of certain grade crossings of River road and the Berkshire division of the New York, New Haven and Hartford railroad near Glendale station in the town of Stockbridge, as set forth in the report of the special commission duly appointed by the Superior Court to consider the same, and an inquiry into the expenditure therein authorized.

The Board hereby certifies that in its opinion the adoption of said plan and the incurring of such expenditure are consistent with the public interests, and are reasonably required to secure a fair distribution between the different cities, towns and railroads of the Commonwealth, of the public money appropriated for the abolition of grade crossings, and that such expenditure will not in its judgment exceed the amount to be paid by the Commonwealth under the provisions of law relating thereto.

Attest:

CHARLES E. MANN,

MARCH 7, 1905. [5751]

Clerk.

Petition of the Hoosac Valley Street Railway Company for certificate relative to abolition of grade crossing in Williamstown.

After due notice and hearing, an examination of the proposed plan for the abolition of the grade crossing of Cole avenue and the Fitchburg railroad (Boston and Maine Railroad, lessee), in the town of Williamstown, as set forth in the report of the special commission duly appointed by the Superior Court to consider the same, and an inquiry into the expenditure therein authorized.

The Board hereby certifies that in its opinion the adoption of said plan and the incurring of such expenditure are consistent with the public interests and are reasonably required to secure a fair distribution between the different cities, towns and railroads of the Commonwealth of the public money appropriated for the abolition of grade crossings, and that such expenditure will not in its judgment exceed the amount to be paid by the Commonwealth under the provisions of law relating thereto.

Attest:

CHARLES E. MANN,

APRIL 21, 1905. [5764]

Clerk.

ALTERATION OF CROSSINGS.

Petition of the Old Colony Railroad Company (New York, New Haven and Hartford Railroad Company, lessee) for certificate as to amount expended in alteration of grade crossing.

After consideration, — it is

Ordered, That the Board hereby certify that expenditures to the amount of eleven thousand eight hundred thirteen dollars and seventy-two cents (\$11,813.72) have been legally and properly made in the alteration of the crossing of the county road and the Old Colony railroad at grade in Falmouth (the place being known as Cowan's crossing), according to the agreement made between the railroad company and the selectmen of the town under the provisions of section 157, chapter 111, Revised Laws.

Attest: CHARLES E. MANN,

JULY 18, 1905. [5788]

Clerk.

Designation of member of the Board for appointment on special commission.

In the matter of the widening of a bridge over the Boston and Albany railroad at Worcester street in the town of Wellesley, the Board, acting under the provisions of section 137, chapter 111, Revised Laws, designates Clinton White, one of its members, for appointment by the Superior Court on a special commission to determine the questions named in said section.

For the Board,

CHARLES E. MANN,

MARCH 8, 1905. [5772]

Clerk.

NOTICES OF PETITIONS.

During the year the Board has been served with notices of the following petitions as to grade crossings or for the appointment of special commissions to consider the abolition or alteration of crossings: —

February 2, 1905, Selectmen of Wellesley *vs.* Boston and Albany Railroad Company *et al.* — alteration in crossing of Worcester street and the railroad of said company.

March 7, 1905, Directors of the Boston and Albany Railroad Company, petitioners — abolition of crossing of Reservoir lane and the railroad of said company in Boston and Brookline.

April 8, 1905, Mayor and aldermen of Somerville *vs.* Boston and Albany Railroad Company *et al.* — motion for consolidation of this petition and that of said Mayor and aldermen *vs.* Fitchburg Railroad Company *et al.*, each as to grade crossing elimination in Somerville.

April 26, 1905, Directors of the New York, New Haven and Hartford Railroad Company and the directors of the Old Colony Railroad Company, petitioners — abolition of grade crossing of Walnut street and the railroad of said companies in Boston.

April 27, 1905, Mayor and aldermen of Boston, petitioners — abolition of grade crossings of the Old Colony railroad at Freeport and Adams streets in the Dorchester district of Boston.

May 20, 1905, Mayor and aldermen of Holyoke to Hampden County Commissioners for layout of highway across the tracks and roadbed of the Connecticut River Railroad Company in Appleton street in Holyoke.

August 10, 1905, Selectmen of Bourne for elimination of Collins' crossing of the main line of the New York, New Haven and Hartford railroad near the village of Bournedale and of Handy's crossing of the Woods Hole branch of said company near the village of Cataumet.

October 23, 1905, petition of the selectmen of Chelmsford — alteration in crossing of Lowell road and the New York, New Haven and Hartford railroad near Chelmsford Centre.

December 6, 1905, petition of the mayor and aldermen of Salem for abolition of grade crossings of Bridge, Washington, North, Flint and Grove streets and the Boston and Maine railroad in Salem.

December 14, 1905, petition of the Springfield Street Railway Company — alteration in crossing of Athol branch of the Boston and Albany railroad near the Fiberloid works in Springfield.

AVOIDANCE OF CROSSING.

Petition of the Lowell and Fitchburg Street Railway Company for approval of a taking of private land for the purpose of avoiding a grade crossing of railway and railroad.

After due notice and hearing, it appearing that the proposed taking of private lands will promote the public interests in avoiding the crossing of a railroad by a street railway at the same level, and no exception to the steps already taken to carry out this project having been made, — it is

Ordered, That the approval of the Board be hereby given to the

taking under the provisions of section sixty-five, chapter one hundred and twelve, Revised Laws, of certain lands outside the limits of the public highway in the town of Westford, as described upon a plan and named in the order of the selectmen of said town dated August 5, 1905, copies of which plan and order are on file in this office.

Attest: CHARLES E. MANN,

SEPTEMBER 20, 1905.

[5929] _____

Clerk.

APPROVAL OF STREET RAILWAY BRIDGE PLANS.

During the year ending December 31, 1905, the Board, on the recommendation of Professor George F. Swain, bridge engineer, has approved plans submitted for street railway bridges, as follows:

Berkshire Street Railway.

June 26, 1905 — Riveted steel bridge to replace a wooden trestle at Glendale. [5875]

September 8, 1905 — Two deck plate girder spans over the Housatonic river at Glendale in Stockbridge. [5932]

Boston and Worcester Street Railway.

July 26, 1905 — Bridge over the Charles river at Boylston street, Newton and Wellesley. [5911]

October 3, 1905 — I-beam bridge over the New York, New Haven and Hartford railroad near White's corner, Southborough. [5961]

November 13, 1905 — Bridge at Southborough. [5997]

Connecticut Valley Street Railway.

June 20, 1905 — Strengthening the Montague City bridge. [5878]

Nahant and Lynn Street Railway.

July 17, 1905 — Pile structure in Nahant. [5843]

Old Colony Street Railway.

December 1, 1905 — Bridge over the New York, New Haven and Hartford railroad at Washington street in Braintree. [6023]

Uxbridge and Blackstone Street Railway.

March 13, 1905 — Trestle over the New York, New Haven and Hartford railroad near Whitins station in Northbridge. [5775]

April 5, 1905 — Steel trestle near Whitins station in Northbridge. [5805]

Western Massachusetts Street Railway.

May 12, 1905 — Three bridges — one near Chapin and Gould's mill in Russell, one at Huntington and one near Dewey's in Russell. [5845]

June 3, 1905 — One deck plate girder span and one through plate girder span in Russell. [5874]

Worcester Consolidated Street Railway.

June 28, 1905 — Double track through plate girder bridge over Sterling street on the proposed extension to Sterling. [5885]

July 26, 1905 — Two I-beam bridges in Boylston. [5915]

October 17, 1905 — Ten bridges in Worcester, West Boylston, Sterling and Leominster, as follows:—

1. Deck riveted truss over B. & M. R. R. at Summit in Worcester.
2. Deck plate girder over Woodlawn street in West Boylston.
3. I-beam bridge over Pierce drive in West Boylston.
4. I-beam bridge over Scarlett drive in West Boylston.
5. Through plate girder over Sterling street in West Boylston.
6. I-beam bridge over Palmer brook in West Boylston.
7. I-beam bridge over Connolly brook in Sterling.
8. I-beam bridge over Nixon drive in Sterling.
9. I-beam bridge over Rugg brook in Sterling.
10. I-beam bridge over Fall brook in Leominster. [5973]

LEASES AND CONSOLIDATIONS.

Petition of the Berkshire, the Stockbridge and Pittsfield and the West Stockbridge railroad companies for approval of the terms of proposed consolidation.

It appearing that the petitioning companies under the authority of chapter 207 of the Acts of 1905 have severally, by unanimous vote of a majority in interest of the stockholders at meetings called for the purpose, united as one corporation to be known as the Berkshire Railroad Company; that such votes set out proper terms for the proposed union, providing for a decrease in the aggregate amount of the capital stock of the several companies outstanding at the time of consolidation and for the fulfillment of the stipulations of existing leases; that no increase in rates or charges or decrease in facilities is to be occasioned as the result of the consolidation of properties, — it is

Ordered, That the approval of the Board be hereby given to the terms of the proposed union of the Berkshire Railroad Company, the Stockbridge and Pittsfield Railroad Company and the West Stockbridge Railroad Company in one corporation to be called the Berkshire Railroad Company, as defined in the votes of the several companies, copies of which are on file with this petition.

Attest: CHARLES E. MANN,

JUNE 7, 1905. [5853]

Clerk.

Petition of the Georgetown, Rowley and Ipswich and the Haverhill, Georgetown and Danvers street railway companies for approval of terms of purchase and sale, and for approval of an increase in capital stock by the Georgetown, Rowley and Ipswich Street Railway Company.

It appearing, after due notice and hearing, that the railways of the contracting companies are connecting railways; that the terms of purchase and sale provide that the property and franchise of the Haverhill, Georgetown and Danvers Street Railway Company

shall be duly conveyed to the Georgetown, Rowley and Ipswich Street Railway Company and that the Georgetown, Rowley and Ipswich Street Railway Company shall assume and pay all outstanding debts and obligations of the Haverhill, Georgetown and Danvers Street Railway Company; that the terms of purchase and sale have been duly agreed to by the directors and stockholders of each of the contracting companies, and involve no decrease in the facilities for travel and no increase in the rates of fare; that such purchase and sale is lawful and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the terms of this contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase in the capital stock of the Georgetown, Rowley and Ipswich Street Railway Company is contemplated in the terms of said purchase and sale for the purpose of effecting an exchange of stock, share for share; that such increase is reasonably requisite therefor, and that an issue of such additional stock involves no increase in the aggregate amount of the capital stock and the indebtedness of these companies, — it is

Ordered, That the approval of the Board be hereby given to an increase in the capital stock of the Georgetown, Rowley and Ipswich Street Railway Company by the issue of shares not exceeding six hundred (600) in number, amounting at par value to sixty thousand dollars (\$60,000), in addition to the amount of its capital stock now issued and outstanding, the said additional shares to be issued only in accordance with and for the purpose of carrying out the terms of the said contract and in exchange, share for share, for the outstanding shares of the Haverhill, Georgetown and Danvers Street Railway Company, the certificates of the last named shares to be upon exchange surrendered and cancelled.

Attest:

CHARLES E. MANN,

MARCH 18, 1905.

[5765]

Clerk.

Petition of the Hampshire Street Railway Company for approval of the terms of a lease of its railway and properties to the Holyoke Street Railway Company.

It appearing, after due notice and hearing, that the railways of these companies connect with each other; that a lease of the railway, franchise and property of the Hampshire Street Railway Company

to the Holyoke Street Railway Company for a period of twenty-five years has been authorized by the directors and stockholders of each company; and that the provisions of this lease are consistent with the public interests,— it is

Ordered, That the terms of the lease above named, a copy of which is on file in this office, be hereby approved.

Attest: CHARLES E. MANN,

FEBRUARY 16, 1905. [5739] _____

Clerk.

Petition of the Leominster, Shirley and Ayer and the Fitchburg and Leominster street railway companies for approval of terms of purchase and sale, and of the Fitchburg and Leominster Street Railway Company for an increase in capital stock.

It appearing, after due notice and hearing, that the railways of the contracting companies connect; that the terms of purchase and sale provide for the transfer of the property and franchises of the Leominster, Shirley and Ayer Street Railway Company to the Fitchburg and Leominster Street Railway Company, which is to assume and pay all outstanding debts and obligations of the first named company; that these terms involve no decrease in the facilities for travel and no increase in the rates of fare; that the proposed purchase and sale is lawful and consistent with the public interests,— it is

Ordered, That the approval of the Board be hereby given to the terms of this contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase in the capital stock of the Fitchburg and Leominster Street Railway Company is contemplated in the terms of said purchase and sale for the purpose of effecting an exchange of stock, share for share; that such increase is reasonably requisite therefor, and that an issue of such additional stock involves no increase in the aggregate amount of the capital stock and the indebtedness of these companies,— it is

Ordered, That the approval of the Board be hereby given to an increase in the capital stock of the Fitchburg and Leominster Street Railway Company by the issue of shares not exceeding one thousand (1,000) in number, amounting at par value to one hundred thousand dollars (\$100,000), in addition to the capital stock now issued and outstanding, the said additional shares to be issued for the purpose of carrying out the terms of the said contract and in ex-

change, share for share, for the outstanding shares of the Leominster, Shirley and Ayer Street Railway Company, the certificates of the last named shares to be upon exchange surrendered and cancelled.

Attest:

CHARLES E. MANN,

APRIL 27, 1905. [5816]

Clerk.

Petition of the Northampton and Amherst, the Greenfield, Deerfield and Northampton and the Greenfield and Turners Falls street railway companies for approval of terms of merger and consolidation and for approval of an increase in capital stock by the Northampton and Amherst Street Railway Company as the consolidated company.

R. W. IRWIN }
F. L. GREENE } for companies.

The plan for consolidating these railways has been carefully and deliberately considered by the directors and stockholders of the three companies. Upon a review of the reasons presented for and against it we are convinced that the railways can be operated more effectively and more economically as one system than as three and that one organization is better than three.

The vote at the meetings of stockholders was in one case unanimous, in another practically unanimous and in the third an overwhelming expression of opinion in favor of the plan. It also appears that the few dissenting stockholders have been offered a fair cash equivalent for their several holdings.

As it appears that the terms of purchase and sale properly provide for the merger of the corporate properties and the payment of all outstanding debts and obligations; that these terms have been duly approved by the directors and stockholders of the contracting companies, involve no increase in facilities for travel and no increase in rates of fare, — it is

Ordered, That the approval of the Board be hereby given to the terms of the agreement for merger and consolidation of the Northampton and Amherst, the Greenfield, Deerfield and Northampton and the Greenfield and Turners Falls street railway companies, a copy of which agreement is upon file in this office.

As it appears that an increase in the capital stock of the Northampton and Amherst Street Railway Company is contemplated in the terms of the agreement; that such increase is reasonably requisite, and that the issue of such additional stock involves no increase in the aggregate amount of the capital stock and indebtedness of these companies, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Northampton and Amherst Street Railway Company of additional shares of capital stock not exceeding thirty-one hundred (3100) in number, amounting at par value to three hundred ten thousand dollars (\$310,000), for the purpose of carrying out the terms of said agreement and exchange of shares for the outstanding shares of the Greenfield, Deerfield and Northampton and the Greenfield and Turners Falls street railway companies, the certificates of the last named shares to be upon exchange surrendered and cancelled.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

MARCH 31, 1905. [5771]

Commissioners.

Petition of the Springfield and the Springfield and Eastern street railway companies for approval of the terms of a lease.

It appearing, after due notice and hearing, that the railways of these companies connect with each other; that the lease of the railway, franchise and property of the Springfield and Eastern Street Railway Company to the Springfield Street Railway Company has been duly authorized by the directors and stockholders of each company; and that the terms of this lease as amended to meet the suggestions of the Board are consistent with the public interests, — it is

Ordered, That the lease above named, a copy of which is on file in this office, be hereby approved.

Attest:

CHARLES E. MANN,

OCTOBER 30, 1905. [5976]

Clerk.

RAILROAD LOCATIONS.

Petition of the Grafton and Upton Railroad Company for approval of a change in the location of its railroad in the town of Grafton.

It appearing, after due notice and hearing, that the proposed change of location of the Grafton and Upton railroad, as shown by the plans accompanying the petition, would materially improve the alignment of the road, increase the facilities of the corporation for performing the public service and promote the public interests, — it is

Ordered, That the Board hereby certify that the public convenience and necessity require the change in location as above set forth, and hereby approve such change.

Attest: CHARLES E. MANN,

JULY 12, 1905.

[5876]

Clerk.

Petition of the Directors of the New England Railroad Company that the Board fix the route and prescribe the method of construction for extension of railroad.

J. H. BENTON, JR., for company.

After due notice and hearing and the making of certain changes in the plans first presented, we hereby fix the route and prescribe the method of construction of a proposed branch or extension of the New England railroad from a point near its station in the town of Needham to a point near the West Roxbury station on the Boston and Providence railroad, as the route which all public and private interests seem to require and as the method of construction which in our judgment in all respects best protects all interests involved:

The Route.

The base line of the route of said branch or extension shall begin at a point in the base line of location of the West Roxbury branch of the Boston and Providence railroad at station 156 of said location, said point being station 0; thence running southwesterly by

a curve to the right of 1189.88 feet radius, crossing the way known as Temple Street, a distance of 1306.42 feet to station 13 + 06.42; thence running in a straight line in a true course, measured from the Boston meridian, north $80^{\circ} 14' 20''$ west, crossing the highway known as Baker street, a distance of 2707.51 feet to station 40 + 13.93; thence running westerly by a curve to the left of 2864.93 feet radius, crossing the way known as Gardner street, a distance of 950.7 feet to station 49 + 64.63; thence in a straight line south $80^{\circ} 44' 50''$ west crossing the highways known as Greendale avenue, Great Plain avenue, Dedham avenue and Webster street, a distance of 15,647.95 feet to station 206 + 12.68; thence running southwesterly by a curve to the left of 2864.96 feet radius, crossing the highway known as Chestnut street, a distance of 2127.47 feet to station 227 + 40.05, being a point in the base line of location of the New England railroad, said point being station 448 + 13 of said location; and the base line of the route to connect the above described route with the New England railroad about one-half mile southerly of the Needham passenger station shall begin at station 206 + 40.5 of the above described base line, thence running in a straight line in a true course measured from the Boston meridian south $80^{\circ} 11' 28''$ west a distance of 433.25 feet to station 210 + 73.75; thence running north-westerly by a curve to the right of 441.68 feet radius, crossing the highway known as Chestnut street, a distance of 855.38 feet to station 219 + 29.13; thence running in a straight line north $11^{\circ} 5' 28''$ east 83 feet to station 220 + 12.13; being a point in the base line of location of the New England railroad, said point being station 469 + 98.1 of said location.

Method of Construction.

The railroad shall be constructed on said route with two tracks on 13 feet centres, laid upon a suitably ballasted roadbed, and across streets, ways and streams in the following manner, viz.:— at a grade beginning at station 0 at the elevation of 140.25 feet above city of Boston base, thence westerly by a descending grade at a rate of 0.75 feet per 100 feet to station 42 at the elevation of 108.75 feet; thence descending by a vertical curve to station 46 at the elevation of 107.25 feet; thence level to station 68; thence ascending by a vertical curve to station 72 at the elevation of 108.45 feet, thence by an ascending grade at the rate of 0.6 feet per 100 feet to station 118 at the elevation of 136.05 feet; thence ascending by a vertical curve to station 122 at the elevation of 137.25 feet; thence level to station 146 + 50; thence ascending by a vertical

curve to station $149 + 50$ at the elevation of 138.14 feet; thence by an ascending grade at the rate of 0.53 feet per 100 feet to station $213 + 40.5$ at the elevation of 172 feet; thence ascending by a vertical curve to station $217 + 40.5$ at the elevation of 173.5 feet; thence by an ascending grade at the rate of 0.2 feet per 100 feet to station $221 + 40.5$ at the elevation of 174.3 feet; thence ascending by a vertical curve to station $225 + 40.5$ at the elevation of 176.7 feet; thence by an ascending grade at the rate of 1 foot per 100 feet to station $227 + 40.05$ at the elevation of 178.7 feet; and also beginning at station $206 + 40.5$ at the elevation of 168.3 feet; thence by an ascending grade at the rate of 0.53 feet per 100 feet to station $210 + 40.5$ at the elevation of 170.42 feet; thence descending by a vertical curve to station $212 + 40.5$ at the elevation of 170 feet; thence by a descending grade at the rate of 1 foot per 100 feet to station $220 + 40.5$ at the elevation of 162 feet; thence descending by a vertical curve to station $223 + 40.5$ at the elevation of 160.5 feet, said vertical curve joining the grade of the New England railroad.

The railroad shall be constructed over the way known as Temple street with an arched masonry bridge having a clear width of 40 feet and a clear headroom of not less than 13 feet.

The railroad shall be constructed under Baker street with a bridge for said street of steel, with wooden floor, supported by masonry abutments, said bridge having a clear width of 40 feet and a clear headroom of not less than 18 feet, and with approaches as follows, viz: — beginning in the center line of said Baker street at station $7 + 25$ south at the elevation of 121 feet; thence ascending by a vertical curve to station $6 + 75$ south at the elevation of 122.2 feet; thence by an ascending grade at the rate of 4 feet per 100 feet to station $0 + 53$ south at the elevation of 147.1 feet; thence ascending by a vertical curve to station $0 + 23$ south at the elevation of 147.7 feet; thence level to station $0 + 10$ north; thence descending by a vertical curve to station $0 + 40$ north at the elevation of 147.1 feet; thence by a descending grade at the rate of 4 feet per 100 feet to station 5 north at the elevation of 128.7 feet; thence descending by a vertical curve to station $5 + 75$ north at the elevation of 127.75 feet; and constructed to a clear width of 40 feet between the fences with a gravel roadway and gravel sidewalks upon either side seven feet wide.

The railroad is to be constructed over the takings of the Town of Brookline and the Commonwealth of Massachusetts, between stations 39 and 40 with a steel bridge supported on masonry abut-

ments, having a clear width of 40 feet and a clear headroom of not less than 10 feet, the face lines of said abutments being placed upon the outside limits of said takings.

The railroad is to be constructed under the way known as Gardner street with a bridge for said street, of steel, with wooden floor, supported by masonry abutments, said bridge having a clear width of 30 feet and a clear headroom of not less than 18 feet, and with approaches as follows, viz.:—beginning at the centre line of said Gardner street at station 5 + 45 south at the elevation of 99.1 feet, thence by an ascending grade at the rate of 6 feet per 100 feet to station 0 + 75 south at the elevation of 127.3 feet; thence ascending by a vertical curve to station 0 + 35 south at the elevation of 128.5 feet; thence level to station 2 north; and constructed to a clear width of 30 feet between fences with a gravel roadbed and gravel sidewalks upon either side 5 feet wide; and also with approaches on Morrison street as follows, viz.:—beginning in the centre line of said Morrison street at station 1 + 75 west at the elevation of 120.3 feet; thence ascending by a vertical curve to station 1 + 35 west at the elevation of 120.45 feet; thence by an ascending grade at the rate of 5 feet per 100 feet to station 0 + 20 east at the elevation of 128.2 feet; and constructed to a clear width of 40 feet between fences with a gravel roadway and gravel sidewalks upon either side 7 feet wide.

The railroad shall be constructed over the Charles river with a steel bridge of two spans of 60 feet each, supported by masonry abutments.

The railroad shall be constructed over Long Ditch, so-called, between stations 78 and 79 with a steel bridge supported by masonry abutments, said bridge having a clear width of 40 feet at a right angle.

The railroad shall be constructed over a private way of the City of Newton between stations 90 and 92 with an arched masonry bridge, having a clear width of 12 feet and a clear headroom of not less than 12 feet.

The railroad shall be constructed over a private way of the City of Newton between stations 111 and 112 with an arched masonry bridge having a clear width of 12 feet and a clear headroom of not less than 12 feet.

The railroad shall be constructed under Greendale avenue with an arched masonry bridge for said street, having an exterior width of 33 feet and a clear headroom of not less than 18 feet.

The railroad shall be constructed under Great Plain avenue with

a bridge for said street of steel, with wooden floor, supported by masonry abutments, said bridge having a clear width of 35 feet and a clear headroom of not less than 18 feet.

The railroad shall be constructed over a private way of the Town of Needham between stations 179 and 180 with an arched masonry bridge, having a clear width of 30 feet and a clear headroom of not less than 15 feet 6 inches.

The railroad shall be constructed over Dedham avenue with a steel bridge supported by masonry abutments, said bridge having a clear width of 30 feet and a clear headroom of not less than 14 feet.

The railroad shall be constructed over Webster street with an arched masonry bridge, having a clear width of 30 feet and a clear headroom of not less than 15 feet 6 inches.

The railroad shall be constructed over Chestnut street with two steel bridges supported by masonry abutments and by columns placed in said street, each bridge having a width of 40 feet and a clear headroom of not less than 14 feet, the grade of the street being changed as follows, viz.:—beginning in the centre line of said Chestnut street at station 1 south at the elevation of 154.9 feet; thence by a descending grade at the rate of 0.95 feet per 100 feet to station 1 north at the elevation of 153 feet; thence level to station 3 north; and constructed to a clear width of 40 feet between the fences with a gravel roadway.

The railroad shall be constructed as above prescribed and according to plans consisting of a sheet entitled “Plan and profile of Proposed Branch or Extension of The New England Railroad from near Needham station to West Roxbury station connecting with the Boston and Providence Railroad” dated May 1st, 1905, and sheets of plans all being numbered from 1 to 8 inclusive, dated April 19th, 1905, showing proposed crossings at Temple street, Baker street and Gardner street in the city of Boston; Greendale avenue, Great Plain avenue, Dedham avenue, Webster street and Chestnut street in the town of Needham. All of said plans, together with all lines, letters, figures and directions thereon are to be taken together with this decision fixing the route and prescribing the method of constructing said railroad.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

STREET RAILWAY LOCATIONS — HIGHWAYS.

Petitions of the Boston Elevated Railway Company for approval of plans for extension of elevated structure to Forest Hills.

GEORGE C. TRAVIS for company.

The choice of places for stations upon the elevated railway is embarrassed by the fact that the structure provides but two tracks, and that, in consequence, demands for rapid transit which would otherwise be attainable through express service must yield in some measure to the convenience of those who, living along the line of railway, are justly entitled to a share in the accommodation which it furnishes.

The plans before us show a station at Egleston square about half way between Dudley street and Forest Hills. The company claims that there should be no other station between these two points and is supported in this claim by a large number of patrons. Other patrons request a station at Dale street, while the demand from residents of Jamaica Plain for a station at Green street is still more urgent.

We believe that in any event there should be a station as proposed at Egleston square. We are not satisfied that other stations will not be needed, but in view of the advantage of passing upon that question at a later time, with knowledge of the actual uses made of surface and elevated cars, rather than at this time, when such uses are so largely a matter of conjecture, we reserve our decision with regard to additional stations until the structure shall have been built and the elevated trains are in operation. Opportunity for a hearing will then be open to those interested in stations at Dale or Green streets or at other points reached by this extension, without prejudice from the fact that no provision for such stations is made at this time.

Having examined the plans hereafter named, including modifications of plans numbered 25,491, 25,492, 25,493, 25,494, 20,253, 20,254, 20,255, 20,257, heretofore approved, and having deter-

mined that, with the reservation above set forth as to additional stations, these plans are satisfactory, we hereby approve the same, namely, plans numbered 26,165, 26,167, 26,168, 26,169, 26,170, 26,171, 26,172, 26,173, 26,174, 26,175, 26,176, 26,177, 26,178, 26,179, 26,180, 26,181, 26,183, 25,211 and 25,399, except as to modifications of prior plans which would affect the existing structure.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

JUNE 21, 1905. [5797]

Commissioners.

Petition of the Boston Elevated Railway Company for approval of plans for extension of its elevated structure from Forest Hills to Townsend street in Boston.

GEORGE C. TRAVIS for company.

Upon the petition of the Boston Elevated Railway Company, dated March 30, 1905, after public notice and hearing, the annexed plans numbered 26181, 26180, 26179, 26178, 26177, 26176, 26175, 26174, 26173, 26172, 26171, 26170, 26169, 25211 and 25399, showing proposed location of tracks, elevated structure and station, form and method of construction of the Boston Elevated railway in Washington street from Forest Hills to Townsend street in the city of Boston, are hereby approved.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

JUNE 21, 1905. [5797]

Commissioners.

Petition of the Boston Elevated Railway Company for approval of plans for extension of its elevated structure from Townsend street to Guild street, in Boston.

GEORGE C. TRAVIS for company.

Upon the petition of the Boston Elevated Railway Company, dated March 29, 1905, after public notice and hearing, the annexed plans numbered 26168, 26167, 26183, 26165 and 25211, being modifications or changes of plans numbered 25491, 25492, 25493, 25494, 20253, 20254, 20255 and 20257, approved November 14, 1900, showing proposed location of tracks, form and method of

construction of the Boston Elevated railway in Washington street from Townsend street to Guild street in the city of Boston, are hereby approved and consent given to the changes shown.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

JUNE 21, 1905. [5797]

Commissioners.

Petition of the Hartford and Worcester Street Railway Company for extension of time in which to construct its railway in Oxford.

It appearing that under the provisions of chapter 171, Acts of 1904, the Legislature has extended the time within which the Hartford and Worcester Street Railway Company shall build its railway under the various grants of location heretofore given to it, — it is

Ordered, That paragraph nine of the order of this Board dated November 24, 1903, granting a location to the Hartford and Worcester Street Railway Company in Oxford be amended by striking out the words “within eighteen months from the date of this order” and inserting in place thereof the words “on or before the first day of November, 1906.”

Attest: CHARLES E. MANN,

MAY 15, 1905. [5837]

Clerk.

Petitions of the Maplewood and Danvers and of the Haverhill and Boxford street railway companies in renewal of request for approval of locations in the highways of certain cities and towns.

E. B. FULLER }
M. E. S. CLEMONS } for companies.

W. H. COOLIDGE for Boston and Maine Railroad.

B. W. WARREN for Boston and Northern Street Railway Company.

In passing upon these locations as they were presented under the petitions first filed, the Board decided that in view of the character of certain conditions which had been attached to them it could not issue a certificate that they were consistent with the public interests. It was stated that if the locations were free from these objectionable features a certificate would be issued.

In determining its own course of procedure the Board has required the filing of new petitions, with public notice and hearing, as a prerequisite to the further consideration of these locations, but has not believed that it should dictate to local boards what course they should pursue in this respect.

The locations are again presented with changes made in furtherance of the public interests.

It is claimed by counsel for the Boston and Maine railroad, the Boston and Northern street railway and George S. Silsbee, an owner of real estate abutting upon a highway in which one of these locations was granted, that the previous action of the Board to which reference has been made was equivalent to a declaration that the locations were not consistent with the public interests and that thereupon the locations became void, so that the subsequent action of the different local boards in making changes without public notice and hearing was illegal and of no effect.

Without admitting that the remonstrants are entitled to be heard upon requests for rulings, the Board decides that for the purposes of this proceeding it will consider the locations to be properly before it, leaving to the courts the determination of the legal status of the various grants if there prove to be parties aggrieved by the action taken under them. All requests for other rulings are denied to the extent that they remain unanswered.

The merits of this case were fully considered in connection with the former hearings and the views of the Board were expressed in the decision of December 7, 1904. Nine boards of aldermen and selectmen representing practically the unanimous views of their several communities have declared that the public convenience and necessity call for the building of the proposed railways. As we interpret the law, it is not within the province of this Board to over-rule the decisions of the city and town boards upon that question, unless it clearly appears that they are radically wrong from the standpoint of the larger public interests.

The words "consistent with the public interests" were deliberately selected as a phrase of the broadest scope, and yet of a character that would not sanction the exercise of a veto power over local boards and the setting up of a barrier to enterprise unless the public good plainly demanded it.

It was said in the decision of December 7, 1904:—

The proposed railway, if built, would open a new avenue of travel and afford many people a convenience not now enjoyed. The character of the highways upon which locations have been obtained and the fact that the rail-

way will run for quite a distance upon private land, makes possible a quicker and more direct service than that furnished upon any existing street railway, and of a character essentially different from that provided upon the steam railroad. It would bring street car accommodation to several communities now without it, and tend to exert an active influence in building up a section with natural advantages as yet unimproved.

Although the contemplated road would compete to some extent with the Boston and Maine railroad and the Boston and Northern street railway, we cannot believe that the competition would be so serious as to warrant us in accepting the suggestion of these companies that the undertaking should be prohibited. Admitting that it would be detrimental to the public interests to cripple or seriously hamper an existing service, we do not believe that the building of the proposed railway would inflict such radical injury upon either of these remonstrants.

The local travel upon this line would at first be small and the financial success of the undertaking rest largely upon through traffic, but it is not clear that the patronage as a whole would be inadequate to meet expenses. In other words, it is a case where private capital should be left to make its own study of the risks; and abundant warning as to what the risks are is to be found in the recent experience of street railway companies.

We see no reason for changing this statement of views, and therefore

The Board hereby certifies that the locations for the tracks of the Maplewood and Danvers street railway in Malden, as established under an order of the board of aldermen of said city dated February 16, 1904, and amended December 15, 1904; in Melrose, as established under an order of the board of aldermen dated December 21, 1903, and amended December 19, 1904; in Saugus, as established under an order of the selectmen of said town dated November 21, 1903, and amended December 12, 1904; in Lynnfield, as established under an order of the selectmen dated November 11, 1903, and amended December 17, 1904; in Peabody, as established under an order of the selectmen dated November 12, 1903, and amended December 12, 1904; in Danvers, as established under orders of the selectmen dated respectively January 9 and January 30, 1904, and amended December 17, 1904; in Middleton, as established under an order of the selectmen dated January 29, 1904, and amended December 16, 1904; and in Boxford, as established under an order of the selectmen dated January 16, 1904, and amended December 21, 1904, copies of which orders, with accompanying plans, are on file in this office, are consistent with the public interests. And

The Board further certifies that the locations for the tracks of the Haverhill and Boxford street railway in Haverhill, as estab-

lished under the order of the board of aldermen of said city dated August 19, 1904, and amended December 15, 1904; and in the town of Boxford, as established under an order of the selectmen of said town dated August 6, 1904, and amended December 21, 1904, copies of which orders, with accompanying plans, are on file in this office, are consistent with the public interests.

By the Board,

JAMES F. JACKSON,

FEBRUARY 13, 1905. [5701-5702]

Chairman.

Petition of the Maplewood and Danvers Street Railway Company for authority to construct its railway in part upon private land in Middleton and Boxford.

It appearing, after due notice and hearing, that the petitioner has been duly authorized to construct and maintain a street railway in the towns of Middleton and Boxford and has received locations for the tracks of its railway therein; that in order to avoid undesirable grades and curves in highways the public necessity and convenience demand that a portion of the railway of the petitioner be constructed and maintained upon private land; and that the consent of the selectmen of said towns to the proposed plan of construction has been duly obtained, — it is

Ordered, That the petitioner be hereby authorized to construct and maintain its railway upon private land within said towns, as particularly described upon plans on file with this petition.

Attest:

CHARLES E. MANN,

FEBRUARY 13, 1905. [5701]

Clerk.

Petition of the Haverhill and Boxford Street Railway Company for authority to construct and maintain its railway in part upon private land in Haverhill and Boxford.

It appearing, after due notice and hearing, that the petitioner has been authorized to construct and maintain a street railway in the city of Haverhill and town of Boxford and has received locations for the tracks of its railway therein; that under the provisions of section 6, chapter 449, Acts of 1904, the petitioner was authorized, with the consent of the Board, to build its railway in part upon private lands; that in order to avoid undesirable condi-

tions in the highway the public necessity and convenience demand that portions of the railway be built upon private lands; and that approval thereof has been obtained from the aldermen of said city and the selectmen of said town,—it is

Ordered, That the petitioner be hereby authorized to construct and maintain its railway upon and over private lands within said city and town, as particularly described upon plans on file in this office.

Attest: CHARLES E. MANN,

FEBRUARY 13, 1905. [5702]

Clerk.

Petition of the Newton Street Railway Company for approval of location in Newton.

JESSE C. IVY for remonstrants.

The board of aldermen has granted to the Newton Street Railway Company a location for a turnout six hundred and thirty-five feet long in Washington street in Newton.

From the standpoint of the railway company and its patrons there can be no question but that decided advantages will be realized from this turnout in the avoidance of delays which have been provoking.

The travelled road is of such width that no question of the public safety is involved. The extent to which the beauty of the street and the pleasure and satisfaction which citizens derive from its use in other ways are to be invaded by railway tracks is ordinarily a question for the determination of the local board, and we therefore express no opinion upon it.

The grounds of a widely known institution which renders an important service to the community lie opposite the street in which the location is granted. The owner of this estate fears disagreeable consequences from the existence of a turnout at this place in increased noise from cars meeting and passing here.

Were we satisfied that the proposed turnout would create disturbing conditions to a degree that would seriously affect the present use of these premises we would hesitate to issue a certificate that the location is consistent with the public interests. We very much doubt whether such will be the outcome. If it should, then good cause would exist for the exercise by the board of aldermen of the authority which is fully possessed by them to restrict the use of this track, or if necessary to relocate it, or if the emergency demanded to revoke the grant.

As matters stand we cannot see our way clear to take other action

than to certify that the location under consideration is consistent with the public interests.

We have been asked by counsel for remonstrants to rule that the petition upon which the board of aldermen acted was not in proper form. The petition was presented in the name of the company under authority of a vote of the board of directors. This seems to us to be a proper compliance with the statutes and the ruling requested must be denied.

The Board hereby certifies that the location and alteration of location for the tracks of the Newton street railway in Washington street in the city of Newton, as granted in an order of the board of aldermen of said city dated April 3, 1905, a copy of which order with accompanying plan is on file in this office, are consistent with the public interests.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

MAY 8, 1905. [5824]

Commissioners.

Petition of the Pittsfield Electric Street Railway Company for approval of location in Pittsfield.

The grades in the highways of Pittsfield upon which a location was granted under the order of the aldermen dated December 30, 1904, though not absolutely prohibitive, are so heavy that no company should be permitted to operate its railway over them unless it appears that it is impracticable to construct on private lands. Legislation to permit the construction of street railways in part upon private lands has been enacted to meet just such cases as this.

We cannot certify that this location in the highways is consistent with the public interests.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

MARCH 23, 1905. [5725]

Commissioners.

Petition of the South Middlesex Street Railway Company for approval of a relocation of its tracks in Ashland.

N. SUMNER MYRICK for company.

WALTER ADAMS for Town of Ashland.

After a view of the premises and an examination of the conditions attached to the order of relocation we are of the opinion that we must decline to grant the petition, for the following reasons:

The proposed change of location from the middle to the side of Summer street meets the unanimous opposition of owners of estates abutting upon that side of the street, and the advantage to be gained by the travelling public is not of sufficient moment to warrant a disregard of the wishes of these remonstrants.

The relocation proposes the construction of two new bridges at the expense of the company. As the company is interested in a change of conditions at the "white bridge" so called, it ought at its own cost to provide the town with a suitable substantial structure in place of the present bridge. But as no change is proposed in the location of the track at what is known as the "iron bridge" there would seem to be no ground upon which the company can be asked to carry the expense of widening that structure.

The conditions attached to this order of relocation are objectionable in giving to the town engineer an authority upon questions which the statutes confer upon others; in attempting to change the relation between the company and the public from that established under the statutes, and in providing for methods of revoking the location and of regulating the operation of the railway which are in conflict with existing laws.

Under these circumstances a certificate that this alteration of location is consistent with the public interests must be denied.

By the Board,

JAMES F. JACKSON,

JUNE 23, 1905. [5846]

Chairman.

Petition of the Springfield Street Railway Company for approval of locations in Springfield and Chicopee.

B. W. WARREN for company.

LUTHER WHITE for City of Chicopee.

A year ago a company then in process of organization asked the Board to approve a location which had been granted to it in Springfield. The petitioner, remonstrating against such approval, stated that it was itself ready and able to furnish all the street railway accommodation needed in that neighborhood.

In declining to approve the location of the new company the Board said that "experience with street railways in the larger municipalities has shown that the traffic can be handled with greater success and greater safety by one than by several companies. It will not do, however, for the company which enjoys

the privileges of a monopoly to forget the obligations which go with them. The public in such case can look to the one company only for needed extensions and additional facilities, and in response such company must be quick to meet all reasonable demands."

The petitioner, though formally asking approval of both these locations, has apparently distinguished between its obligation to fulfil the terms of the Springfield grant and its duty in respect to the Chicopee grant. While it has practically promised to accept the Springfield location, it has given no such assurance with reference to the location in Chicopee. The Board cannot, however, favor one location above the other nor aid the company in accepting one and declining the other; and therefore in view of the attitude of the company toward the conditions imposed in the Springfield case the right of the aldermen of Chicopee to impose similar conditions will be assumed for the purposes of this proceeding notwithstanding the suggestion that this is an extension of an existing railway and not an original location.

The only conditions to which the Board must take exception are common to both locations and concern state policies rather than local interests:

1. The provisions relative to removal of snow, regulation of speed of cars and use of tracks are objectionable for the reason that the general law deals specifically with these matters.

2. Street railway locations are revocable grants of privileges in the highways and the Board cannot approve any attempt to create a different relation between the company and the public than that authorized by the statutes as interpreted by the court. If there is any reason why the principle of revocable rights granted under these statutory restrictions should be abandoned, the change should be brought about through action of the legislature and not through requirement that the company enter into what appears to be a contract with the city.

The Board will issue its certificate that these locations are consistent with the public interests as soon as the amendments suggested shall have been made. At a conference with representatives of the two cities the amendments named were discussed and the propriety of them we believe recognized.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

Petition of the Springfield Street Railway Company for approval of location in Springfield.

After due notice and hearing and full consideration,

The Board hereby certifies that the location for the tracks of the Springfield street railway in Main street and Ludlow avenue and in Main, Front and Worcester streets and Birchem's Bend road in the city of Springfield, established under an order of the board of aldermen of said city dated July 25, 1904, and amended by said board in an order dated April 3, 1905, copies of which orders, with accompanying plan, are on file in this office, is consistent with the public interests.

Attest: CHARLES E. MANN,

APRIL 17, 1905. [5705]

Clerk.

Petition of the Springfield Street Railway Company for approval of location in Chicopee.

After due notice and hearing and full consideration,

The Board hereby certifies that the location for the tracks of the Springfield street railway in Main street in the city of Chicopee, established under an order of the board of aldermen dated October 17, 1904, and amended by said board in an order dated March 27, 1905, copies of which orders, with accompanying plan, are on file in this office, is consistent with the public interests.

Attest: CHARLES E. MANN,

APRIL 17, 1905. [5706]

Clerk.

Petition of the Springfield and Eastern Street Railway Company for approval of location in Brimfield.

T. W. KENEFICK for company.

W. M. BUTLER for Hartford and Worcester street railway.

The location presented under this petition evidently encroaches upon a location, in part over the same route, previously granted to the Hartford and Worcester Street Railway Company. The two railways, if built, would physically conflict.

Under such circumstances it cannot be said that the later location, given to the petitioner, is consistent with the public interests.

JAMES F. JACKSON,

OCTOBER 20, 1905. [5967]

Chairman.

Petition of the Union Street Railway Company for approval of location in New Bedford.

H. H. CRAPO for company.

M. R. HITCH

F. W. KNOWLTON } for remonstrants.

W. C. PARKER }

The proposed double track extension of railway in Union street in New Bedford has aroused almost unanimous opposition from residents upon a certain portion of that street. They admit a large public interest in the improvement of the present service and in the extension of street railway accommodation to a section now without it, but claim that these benefits can be realized without sacrifice of their interests.

If the annoyance experienced by occupants of property abutting upon the street through the noise and vibration caused by passing cars stood alone as a reason for disapproval of the location, the answer would be that objections similar in kind would undoubtedly be raised to each of the proposed plans which the remonstrants present.

The more serious objection to the Union street location lies in the fact that this street, between Sixth and Ash streets, is unsuited for a double track railway to be used in this combined interurban and local service. On neither side would enough room be left to permit the passing or standing of carriages in safety between the track and the curbing, a fact that at times would discommode and imperil those who were rightfully using the street.

Were no other location open, it might be argued that the benefits to be received by patrons of the railway would outweigh the disadvantages to the rest of the travelling public. However that may be, there seems to be no such emergency here, as there are plainly other ways of securing the needed improvement and extension of service.

It would hardly seem necessary to say that the scheme of providing turnouts for carriages by cutting into the sidewalks here and there at the request of abutters would not only disfigure an attractive street, but invite the preparation of pitfalls for unwary travellers by tempting them into peril between trees and passing cars.

In the interest of the safety and convenience of the travelling public, the Board believes that it ought not to approve a double track railway in Union street, between Sixth and Ash streets, under

existing conditions. The rule was stated in another case: "It is the general policy of the Board not to approve a double track railway in a city street that is not wide enough to afford standing or passing room for a carriage between the curbstones and the nearest rail. Occasional exceptions are made to this rule, but only in instances where all interested parties assent or the need of additional railway accommodation is imperative and conditions are such as to preclude the widening of the street or the selection of any other street or private right of way."

The Board recognizes the importance of improving the present service and giving the additional accommodation to the many people who desire it, and regretting that it cannot approve this particular method of accomplishing what is needed, is confident that it may be secured in other ways.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

APRIL 10, 1905. [5742]

Commissioners.

Under the provisions of chapter 399 of the Acts of 1902, the Board has, during the period covered by this report issued many additional certificates that the locations or alterations of locations for the tracks of various street railway companies granted by local authorities were consistent with the public interests. Under prior legislation it has also approved locations granted street railway companies in the city of Boston, the city of Cambridge and the town of Brookline.

Appended is a list of such additional highway locations granted to various street railway companies and approved by the Board:—

Berkshire Street Railway Company.

April 12, 1905, Pittsfield — Location in East street, as established under an order of the board of aldermen dated June 1, 1903. [5792]

Blue Hill Street Railway Company.

January 6, 1905, Hyde Park — Location in Milton street, established under an order of the selectmen dated September 30, 1904. [5700]

Boston and Northern Street Railway Company.

June 1, 1905, Wakefield — Location and alteration of location in Main street, established under an order of the selectmen of said town dated May 18, 1905. [5860]

September 6, 1905, Lawrence — Location and alteration of location in Merrimack and Newbury streets, established under an order of the board of aldermen of said city dated July 19, 1905. [5919]

November 2, 1905, Danvers — Location in Elliott and Bridge streets, established under an order of the selectmen of said town dated October 11, 1905. [5984]

November 13, 1905, Lynn — Location and alteration of location in Euclid avenue, Summer street and Western avenue, established under an order of the board of aldermen dated October 17, 1905. [5993]

December 8, 1905, Chelsea — Location and relocation in Garfield, Washington and Woodlawn avenues, established under an order of the board of aldermen dated October 23, 1905. [6012]

Boston and Worcester Street Railway Company.

July 11, 1905, Newton — Location and alteration of location in Boylston street, as established under an order of the board of aldermen dated June 26, 1905. [5892]

July 20, 1905, Wellesley — Location in Worcester street, as established under an order of the selectmen of said town dated June 27, 1905. [5899]

October 18, 1905, Newton — Location in Boylston street, established under an order of the board of aldermen dated October 2, 1905. [5968]

Dartmouth and Westport Street Railway Company.

April 17, 1905, Dartmouth, Westport — Location and relocation of tracks in the state highway in Dartmouth, established under an order of the selectmen of said town dated July 23, 1904, and of the Massachusetts Highway Commission dated March 2, 1905; and in the state highway in Westport, established under an order of the selectmen of said town dated January 28, 1905, and of the Massachusetts Highway Commission dated March 2, 1905. [5796]

Holyoke Street Railway Company.

June 5, 1905, Chicopee — Location and alteration of location in Chicopee street, established under an order of the board of aldermen of said city dated May 8, 1905. [5858]

June 13, 1905, Holyoke — Location and relocation in Northampton street, established under an order of the board of aldermen of said city dated May 16, 1905. [5872]

Interstate Consolidated Street Railway Company.

February 23, 1905, North Attleborough — Location in Washington street, established under an order of the selectmen dated June 25, 1904. [5659]

Lowell and Fitchburg Street Railway Company.

November 13, 1905, Ayer — Location and alteration of location in Sandy Pond road, Columbia and Main streets, established under an order of the selectmen dated June 28, 1905. [5985]

Lowell and Woburn Street Railway Company.

November 8, 1905, Woburn — Location in Pleasant and Winn streets, established under an order of the city council dated October 16, 1905. [5975]

December 29, 1905, Burlington, Woburn — Pole locations in Wyman street in Burlington, established under an order of the selectmen dated August 31, 1905; and in Main, Lowell and Wyman streets in Woburn, established under an order of the city council dated October 2, 1905. [5982]

December 30, 1905, Burlington — Location and alteration of location in New road, established under an order of the selectmen dated December 4, 1905. [6025]

Milford and Uxbridge Street Railway Company.

October 26, 1905, Holliston — Alteration of location in the highway leading easterly from Concord street, established under an order of the selectmen dated October 3, 1905. [5964]

Nahant and Lynn Street Railway Company.

March 29, 1905, Nahant — Location in Castle road, a new highway from Castle road to Flash road, Flash and Spring roads, Emerald street, Willow road and Wharf street, as established under an order of the selectmen dated February 28, 1905. [5780]

Natick and Cochituate Street Railway Company.

July 14, 1905, Wellesley — Relocation of nine poles in Washington street, as established under an order of the selectmen of said town dated August 30, 1904. [5895]

Newton Street Railway Company.

July 14, 1905, Newton — Location in Commonwealth avenue and Auburn street, as established under an order of the board of aldermen of said city dated June 26, 1905. [5893]

December 5, 1905, Waltham — Location and relocation in Moody and High streets, established under an order of the board of aldermen dated October 31, 1905. [6005]

Newton and Boston Street Railway Company.

April 27, 1905, Newton — Relocation of poles in Homer and Centre streets, established under an order of the board of aldermen of said city dated May 16, 1904. [5823]

July 14, 1905, Newton — Location in Elliot and Boylston streets, as established under an order of the board of aldermen of said city dated June 26, 1905. [5894]

Newtonville and Watertown Street Railway Company.

April 27, 1905, Newton — Relocation and location of poles in Watertown street, established under orders of the board of aldermen of said city dated June 27, 1904, and September 12, 1904. [5822]

Old Colony Street Railway Company.

January 13, 1905, Whitman — Alteration of location in Pleasant and Plymouth streets, established under an order of the selectmen dated May 27, 1904. [5710]

April 17, 1905, Avon — Location and relocation in North Main and West Main streets, established under an order of the selectmen of said town dated February 20, 1905, and amended April 4, 1905. [5807]

July 11, 1905, Hull — Location in Nantasket avenue, as established under an order of the selectmen of said town dated June 5, 1905. [5891]

October 5, 1905, Taunton — Location and relocation in Winthrop street, established under an order of the board of aldermen dated September 14, 1905. [5956]

October 13, 1905, Weymouth — Relocation in Broad street and Lincoln square, established under an order of the selectmen dated July 31, 1905, and amended October 9, 1905. [5952]

October 18, 1905, Brockton — Location in Copeland street, in Perkins avenue and Montello street and in Howard street, estab-

lished under an order of the board of aldermen dated September 29, 1905. [5962]

November 13, 1905, Braintree — Relocation in Independence avenue, Hancock and Washington streets, established under an order of the selectmen dated October 18, 1905. [5990]

December 21, 1905, Fall River — Location and alteration of location in Bay and Columbia streets and in Stanley and Hanover streets, established under an order of the board of aldermen dated November 20, 1905. [6024]

December 29, 1905, Quincy — Location and relocation in Sagamore and Hancock streets, established under an order of the city council dated December 4, 1905. [6031]

Plymouth County Street Railway Company.

January 30, 1905, Rockland, Hanover, Marshfield, Duxbury, Kingston — Locations established under orders of the selectmen of Rockland dated August 22, 1904; of the selectmen of Hanover dated August 22, 1904; of the selectmen of Marshfield dated August 22, 1904; of the selectmen of Duxbury dated November 15, 1904; and of the selectmen of Kingston dated November 15, 1904. [5674]

March 15, 1905, Pembroke — Location in Washington, Schoosett, Water and Church streets, established under an order of the selectmen of Pembroke dated February 15, 1905. [5758]

South Middlesex Street Railway Company.

February 15, 1905, Hopkinton — Location and relocation in Main street, established under an order of the selectmen dated February 2, 1905. [5745]

September 20, 1905, Framingham — Relocation in Waverley street, established under an order of the selectmen dated August 21, 1905. [5937]

Springfield Street Railway Company.

July 12, 1905, Springfield — Location in Maple and State streets, as established under an order of the board of aldermen dated June 5, 1905. [5881]

Taunton and Pawtucket Street Railway Company.

July 11, 1905, Taunton — Location in Tremont street, as established under an order of the board of aldermen dated June 7, 1905. [5884]

Union Street Railway Company.

May 26, 1905, New Bedford — Location on the New Bedford and Fairhaven bridge and approaches between Water and Second streets, and in Second and Water streets, as established under orders of the board of aldermen and city council each dated April 27, 1905. [5836]

May 29, 1905, New Bedford — Location in Kempton street, as established under an order of the board of aldermen of said city dated April 27, 1905. [5835]

Warren, Brookfield and Spencer Street Railway Company.

April 21, 1905, Brookfield — Location and alteration of location in Main and River streets, the street easterly of the Mall, Central, South Maple and Mechanic streets, established under an order of the selectmen of said town dated April 1, 1905. [5815]

West End Street Railway Company.

May 8, 1905, Boston, Cambridge, Everett, Medford, Somerville — Locations and rights, established under orders of the authorities of Boston (239th, 240th, 241st, 242nd, 243rd locations; right to attach wires to pole on Southampton street near Dorchester avenue), Cambridge (56-2), Everett (37-5), Medford (107-3), and Somerville (108-3), by the Metropolitan Park Commission under date of April 5, 1905, and by the Boston and Cambridge Bridge Commission under date of March 27, 1905. [5838]

June 27, 1905, Cambridge — Double track curves in Massachusetts avenue and Brookline street, single track curve in Brookline street and Putnam avenue and double tracks in Brookline street, as established under an order of the board of aldermen of said city dated December 23, 1902 (53-2), and electric rights established under an order of said board dated January 20, 1903 (54-2). [5081]

August 1, 1905, Boston, Brookline, Cambridge, Chelsea — Location and rights, established under orders of the authorities of Boston (right to attach wires to four poles on East Second street), dated July 5, 1905, Brookline (46-9), Cambridge (53-1) and Chelsea (25-10). [5906]

September 14, 1905, Chelsea — Location for double tracks on Chelsea street bridge, Eastern and Central avenues, Park and Hawthorne streets, established under an order of the board of aldermen of said city dated July 18, 1904, and amended August 17, 1904, and August 30, 1905. 27-10. [5945]

September 14, 1905, Boston — 244th location, established under an order of the board of aldermen dated June 26, 1905. [5907]

October 30, 1905, Belmont — Location and rights in Belmont and Grove streets, in the new street adjoining Huron avenue, in Washington street, in the new street through the land of the heirs of Josiah Bright and in Concord avenue, established under an order of the selectmen dated September 25, 1905. [5963]

Worcester Consolidated Street Railway Company.

August 3, 1905, Worcester, West Boylston, Sterling, Leominster — Location in Worcester, established under an order of the board of aldermen dated March 30, 1903, and amended July 25, 1904, and April 10, 1905; in West Boylston, established under an order of the selectmen dated March 25, 1904, and amended April 8, 1905; in Sterling, established under an order of the selectmen dated March 4, 1905, and amended April 8, 1905, and in Leominster, established under an order of the selectmen dated March 3, 1905, and amended April 6, 1905. [5774]

Worcester and Providence Street Railway Company.

August 15, 1905, Millbury, Sutton, Douglas, Uxbridge — Locations in Millbury, established under orders of the selectmen dated February 20, 1904, and February 13, 1905, and amended May 31, 1905; in Sutton, established under orders of the selectmen dated March 19, 1904, and March 18, 1905, and amended May 27, 1905; in Douglas, established under an order of the selectmen dated August 25, 1904, and amended August 9, 1905, and under an order dated January 31, 1905, amended by orders dated August 9, 1905; and in Uxbridge, established under orders of the selectmen dated August 13, 1904, and January 21, 1905, and amended by orders dated June 5, 1905. [5839]

STREET RAILWAY LOCATIONS — PRIVATE LAND.

Under the provisions of general laws the Board has during the year granted authority to various street railway companies to construct their railways in part upon private land for the purpose of avoiding undesirable grades and curves in the public highway and for other purposes incidental to the use of these highways, or avoiding the crossing of the railway with a steam railroad, these orders being based in each case upon evidence that public necessity and convenience demanded such action. A summary of these orders follows:—

Berkshire Street Railway Company.

April 21, 1905, Lee — To avoid grades and curves in the highway. [5811]

June 29, 1905, Stockbridge — Relocation, to provide approaches to a new steel span bridge over the Housatonic river. [5875]

Haverhill and Boxford Street Railway Company.

February 13, 1905, Haverhill, Boxford — To avoid undesirable conditions in the highway. [5702]

Lowell and Fitchburg Street Railway Company.

November 13, 1905, Ayer — To avoid grade crossings of the Boston and Maine railroad. [5985]

Maplewood and Danvers Street Railway Company.

February 13, 1905, Middleton, Boxford — To avoid undesirable grades and curves in highways. [5701]

Marlborough and Westborough Street Railway Company.

May 23, 1905, Westborough — To avoid an unreasonable encroachment upon a narrow highway. [5842]

Milford and Uxbridge Street Railway Company.

October 26, 1905, Holliston — To avoid undesirable grades and curves in the highway. [5965]

Newton Street Railway Company.

July 14, 1905, Newton — To avoid undesirable grades and curves and for purposes incidental to the use of the highways. [5893]

Plymouth County Street Railway Company.

January 30, 1905, Rockland, Hanover, Marshfield, Duxbury, Kingston — To avoid grades and curves in highways. [5674]

Taunton and Pawtucket Street Railway Company.

August 15, 1905, Taunton — Relocation of a turnout. [5880]

Worcester Consolidated Street Railway Company.

August 3, 1905, Worcester, West Boylston, Sterling, Leominster — To avoid undesirable conditions in the highway. [5774]

Worcester and Providence Street Railway Company.

August 15, 1905, Millbury, Sutton, Douglas, Uxbridge — To avoid undesirable grades and curves in highways. [5839]

CERTIFICATES PRELIMINARY TO OPERATION —
STREET RAILWAYS.

Petition of the Hoosac Valley Street Railway Company for certificate preliminary to operation in Williamstown.

In March 1904, the Hoosac Valley Street Railway Company obtained from the selectmen of Williamstown a location for its railway in that town. Thereafter it applied to this Board for the usual certificate of approval without intimating in any way that the conditions accompanying the location were either unlawful or unreasonable. After receiving the certificate which it sought, the company accepted the location without reservation and went forward with the construction of the railway.

It now requests a certificate that "all laws relative to construction have been complied with." The selectmen protest against the issue of this certificate on the ground that the company has not fulfilled the terms and conditions upon which the location was granted. The company argues that the word "laws" in the statute above quoted does not apply to terms or conditions which are not enforceable in the courts. If this be admitted, there is nothing in the record which shows that the conditions relating to the work to be done by the company, which the selectmen now seek to enforce, are unlawful or improper.

If the company had any objection to make to these conditions it ought to have made such objection and to have produced the facts to support it when asking the Board to certify that the location was consistent with the public interests. Our belief that the conditions of a location which are apparently lawful and reasonable are to be carried out may have much to do with our action in granting or refusing that certificate. The company, knowing this, as already stated, presented the location for our approval without criticism and afterward accepted it without reservation. While the Board has not the power of a court to compel the company to carry out the conditions of this location, we feel bound to interpret these conditions according to our understanding and to recommend that they be fulfilled.

The contractor who undertook to build this railway failed before

the contract was finished and the company has undertaken to complete the work. The question is whether it has been properly done. The order of location reads: "All work shall be subject to the inspection and approval of the selectmen and to their satisfaction." This comes pretty near making the selectmen absolute judges of everything in dispute, but we shall assume that the company is under obligation to recognize only the reasonable exercise of that authority.

It is apparent from a view of the premises that the changes in the highway which were contemplated in the order of location are still incomplete. The street should be capped with good road gravel and be properly crowned, the large stones which now appear in the surface having been removed; the sidewalk should be levelled and given a width of five feet; and the surface drainage should be made effective and connected with the drains already built across and underneath the highway.

The order of location defines the way in which certain crossings were to be constructed. These crossings were actually built, apparently after consultation with the selectmen, in a different way but one as good if not better. We believe that this construction should be tested, the company hereafter making good any defect which may appear to be the result of the change.

The differences over the culvert present no question of work to be done, having taken the shape of a disputed claim for reimbursement held by the town against the company, a matter with which the Board cannot properly deal.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

NOVEMBER 8, 1905. [5709]

Commissioners.

During the year, the Board, having made examinations of a part or the whole of the railways of various street railway companies, issued its certificates that all laws relating to construction had been complied with, and that they appeared to be in a safe condition for operation. A detailed list of these certificates follows:—

Berkshire Street Railway Company.

April 24, 1905, Lee—Nine hundred ninety feet single track over private land southerly from the intersection of Shea's road with the main highway from Lee to Lenoxdale. [5782]

September 2, 1905, Pittsfield—About one thousand four hundred seventy-nine feet second main track in East street. [5938]

Boston and Northern Street Railway Company.

January 9, 1905, Medford — About two hundred fifty-two feet reconstructed main track and about two hundred eighty feet second track in Winthrop and High streets. [5684]

January 9, 1905, Lawrence — About one thousand one hundred eleven feet reconstructed main track and about one thousand two hundred fifteen feet second track in Union, Merrimac and Market streets. [5682]

January 24, 1905, Danvers — One thousand nine hundred two feet reconstructed single track and turnout in Maple street at Whipple's bridge. [5681]

January 24, 1905, Gloucester — Seven thousand four hundred forty-one feet reconstructed single track and turnout in Sayward and East Main streets and Rocky Neck avenue. [5687]

January 24, 1905, Lawrence — Additional, reconstructed and relocated track in Broadway from Essex street to Easton street. [5683]

January 24, 1905, Salem — Three thousand eighty-two feet double track in Lafayette street. [5680]

January 24, 1905, Stoneham — Two thousand five hundred eighteen feet reconstructed single track and turnout in Montvale avenue. [5686]

February 15, 1905, Stoneham — Reconstructed main track and second track and turnout in Main and Franklin streets. [5685]

May 18, 1905, Woburn — Three thousand ninety-six feet relocated and reconstructed track and turnout in Montvale avenue; reconstructed track in Main and Elm streets a distance of four thousand seven hundred forty-one feet, and reconstructed and lengthened turnout (Baldwin's) on Elm street. [5719]

May 29, 1905, Beverly — About one and one-half miles single track in Federal, River and Bridge streets. [5672]

May 29, 1905, Wilmington — About fifty-two hundred twenty-one feet single track in Lowell street. [5831]

Boston and Worcester Street Railway Company.

October 11, 1905, Wellesley — Crossover ninety feet in length on Worcester street. [5969]

November 25, 1905, Newton — Reconstructed and relocated double track and additional track, including three crossovers, in Boylston street a distance of eight hundred feet from the Newton-Brookline line. [6009]

Dartmouth and Westport Street Railway Company.

November 29, 1905, Dartmouth, Westport — Twenty thousand six hundred forty feet double tracks in state highway in Dartmouth; fourteen thousand three hundred feet double tracks in the state highway in Westport. [5834]

Interstate Consolidated Street Railway Company.

June 8, 1905, North Attleborough — Single track curve and branch off in Washington street and over private land, a distance of one hundred thirty-two feet; also ninety-two feet single track in Washington street near Elm street. [5628]

Northampton Street Railway Company.

May 29, 1905, Northampton — About one thousand eight hundred feet over private land and in Locust street. [5850]

Old Colony Street Railway Company.

January 6, 1905, Fall River — About four hundred seventy-five feet reconstructed track in Stafford road. [5689]

January 24, 1905, Norwood — Reconstructed track and siding in Washington street. [5690]

January 24, 1905, Taunton — Reconstructed single track and sidings in South street, Railroad and Somerset avenues. [5688]

February 15, 1905, Whitman — About two thousand three hundred seventy feet reconstructed and relocated main track and turnout in Washington street. [5717]

May 29, 1905, Abington — About two hundred ninety-four feet reconstructed and relocated track in Washington street. [5718]

August 15, 1905, Hull — Four hundred sixty feet single track for a side turnout on Atlantic avenue. [5917]

Pittsfield Electric Street Railway Company.

May 23, 1905, Pittsfield — One and fifty-three one-hundredths miles in New West, West and John streets, Columbus and Dewey avenues, Linden and Onota streets. [5848]

November 11, 1905, Pittsfield — One and thirteen one-hundredths miles in Peck's road from its junction with Wahconah street to a point opposite its junction with Lake avenue. [5998]

November 28, 1905, Pittsfield — About .81 miles extending in

North street from a point near its intersection with Wahconah and Burbank streets, thence in said North street and in Tyler street to a point near its intersection with Forest place. [6018]

South Middlesex Street Railway Company.

October 28, 1905, Hopkinton — About twelve thousand feet single track and turnouts in Main street from the town line between Ashland and Hopkinton to a connection with the tracks of the Westborough and Hopkinton street railway. [5695]

Springfield Street Railway Company.

November 22, 1905, Springfield — About .91 miles from a point near the junction of Main and Oak streets in Indian Orchard, in Main and Worcester streets to a point opposite the Fiberloid Works. [6010]

Taunton and Pawtucket Street Railway Company.

August 21, 1905, Taunton — Four hundred one feet single track on Tremont street. [5925]

August 21, 1905, Taunton — Two hundred feet single track on private land. [5926]

Union Street Railway Company.

June 12, 1905, New Bedford — Over the New Bedford and Fairhaven bridge and approaches, length of track being three thousand three hundred eighty-six feet. [5861]

November 29, 1905, New Bedford — Double tracks in Kempton street from a connection with the Dartmouth and Westport street railway to a connection with the present track of the company, length of track being two hundred feet, with a crossover one hundred fifteen feet in length. [6015]

Uxbridge and Blackstone Street Railway Company.

March 22, 1905, Uxbridge, Northbridge — About six hundred sixty-two feet single track in North Main street in Uxbridge and in Main street in Northbridge. [5728]

June 16, 1905, Northbridge* — About two and fifteen one-hun-

* This certificate was given upon the express understanding that, owing to the peculiar conditions which exist at the bridge over the New York, New Haven and Hartford railroad at Whitins, under no circumstances is the company to permit any passenger to remain upon the running board or step of any car while it is passing over this bridge and no car is to be run over the bridge at a rate of speed exceeding four miles an hour.

dredths miles single track in the highway leading to Millbury and Worcester and over private land to a point north of Plummer's Corners. [5871]

West End Street Railway Company.

June 28, 1905, Boston, Cambridge — Double tracks on the Craigie temporary bridge over the Charles river between Boston and Cambridge, a distance of four thousand one hundred thirty feet. [5882]

August 15, 1905, Boston — Double track on Neponset avenue, a distance of three hundred two feet. [5923]

October 14, 1905, Boston — One hundred sixty feet double tracks on approach to the temporary West Boston bridge and one hundred feet upon said bridge. [5974]

November 17, 1905, Boston — Double tracks from the westerly side of Washington street, through Talbot avenue to a point near the easterly side of Dorchester avenue, the length of track being about two thousand five hundred ninety-five feet. [6006]

November 20, 1905, Boston — Spur track in Park square, extending from present track, a distance of two hundred fifty-seven feet. [5987]

December 13, 1905, Chelsea — About four thousand five hundred feet double tracks in Park street from its junction with Pearl street to Central avenue, and in Hawthorne street from its junction with Pearl street, in Central and Eastern avenues. [6028]

Western Massachusetts Street Railway Company.

September 30, 1905, Westfield, Russell, Huntington — About ten miles single track and turnouts from a connection with the Woronoco street railway near Woronoco park in Westfield, through Westfield, Russell and Huntington to a point near Blandford road. [5958]

Worcester and Webster Street Railway Company.

June 5, 1905, Oxford — About one thousand four hundred feet single track in the highway which runs between Oxford and Auburn in North Oxford and upon private land to a connection with the Worcester and Southbridge street railway. [5841]

REGULATION OF SPEED OF STREET RAILWAY CARS.

Approval of regulations for speed of cars upon street railways in the town of Bedford.

It is *Ordered*, That the regulations relative to speed of cars upon street railways in the town of Bedford, established by the selectmen of said town, as revised and approved, be as follows:

1. No street railway car shall be operated at a rate of speed greater than ten (10) miles an hour between Brooksbie road and the junction of North road and Carlisle road, as follows: On Main street (the Great road) between Brooksbie road and Loomis street, on Loomis street, on South street, on Main street (the Great road) between South street and Wilson park, and on North road between Wilson park and the junction of North road and Carlisle road.

At other points within the town of Bedford the speed of cars shall not exceed twenty-five (25) miles an hour.

2. On the state highway (the Great road) cars running in either direction shall come to a full stop before crossing the intersection of Shawsheen road and the state highway.

3. Unless authority is specially given no single truck car shall be operated at a rate of speed exceeding fifteen (15) miles an hour.

4. Before taking any heavy descending grade the speed of every car must be so reduced as to test the working of the brake.

5. Wherever the railway occupies a portion of, or is close to, the travelled road, the speed of every car must be from time to time so reduced as to permit the safe use of the road by others.

6. Every car shall come to a full stop before crossing another street railway at grade.

7. In approaching any public or private way crossed by the railway the speed of every car must be so reduced that the car may be stopped in season to avoid collision with any person or vehicle rightfully using such way.

8. In rounding curves and in all cases where the view of the motorman is obstructed, the speed of every car must be reduced to meet this condition of limited vision of railway and highway.

9. A car must always be under such control as to enable the motorman to stop it in season to avoid collision or injury in every emergency which it is reasonable to expect may arise.

Attest: CHARLES E. MANN,

JULY 25, 1905. [5890]

Clerk.

Approval of regulations for speed of cars upon street railways in the town of Greenfield.

It is *Ordered*, That the regulations relative to speed of cars upon street railways in the town of Greenfield, established by the selectmen of said town, as revised and approved, be as follows:

1. The speed of cars generally upon street railways located in the public streets in the town of Greenfield shall not exceed the rate of fifteen (15) miles an hour.

2. No street railway car shall be operated at a rate of speed greater than eight (8) miles an hour on the following streets:

On Deerfield and Federal streets, between the Wiley and Russell Manufacturing Company bridge and Maple street;

On Main and Conway streets, between Federal and Devens streets.

3. Before taking any heavy descending grade the speed of every car must be so reduced as to test the working of the brake.

4. Wherever the railway occupies a portion of, or is close to, the travelled road the speed of every car must be from time to time so reduced as to permit the safe use of the road by others.

5. Every car shall come to a full stop before crossing another street railway at grade.

6. In approaching any public or private way crossed by the railway the speed of every car must be so reduced that the car may be stopped in season to avoid collision with any person or vehicle rightfully using such way.

7. In rounding curves and in all cases where the view of the motorman is obstructed, the speed of every car must be reduced to meet this condition of limited vision of railway and highway.

8. A car must always be under such control as to enable the motorman to stop it in season to avoid collision or injury in every emergency which it is reasonable to expect may arise.

Attest: CHARLES E. MANN,

MAY 17, 1905. [5833]

Clerk.

STATIONS AND STATION ACCOMMODATIONS.

Determination of the entrance and exit for the Boylston street station of the Washington street tunnel.

W. A. BANCROFT for Boston Elevated Railway Company.

T. M. BABSON for City of Boston.

S. L. WHIPPLE

NATHAN MATTHEWS, JR. } for property owners.

W. A. GASTON

Such throngs of people now use the narrow sidewalks of Washington and Boylston streets that the location of an entrance and exit for the Boylston street station of the tunnel is a perplexing problem. It would seem strange if there were not a diversity of opinion as to the proper way of solving it. The governing thought must of course be the largest convenience of the public consistent with a reasonable economy in construction.

An examination of the sites which have been proposed convinces us that the ultimate difference in cost, in view of the character of the estates which would be invaded and the ways open for the use and disposition of the property taken, would be too small to weigh heavily in the balance against the comfort and convenience of so large a public as that here interested. This difference in cost, we think, ought not to be a controlling factor in the choice of location.

The question is, then, how to best accommodate and to quickly and safely distribute the people who use the station, with the least annoyance to those passing by.

The suggestion that the larger number of persons who will take the southbound trains will come from the district north of Boylston street is pertinent; but just what proportion of patrons will approach the station by way of Washington street and what proportion by way of Boylston street is not clear.

As the result, however, of careful consideration the Board is of the opinion that with a view to quickly relieving the sidewalks which will probably be most largely used, there should be an entrance to the station from Washington street and an exit to Boylston street, and that these should be provided by way of the premises on the northwest corner of Washington and Boylston streets.

In so deciding the Board does not accept the plan submitted by the company, but, without attempting to go into detail, suggests the very great advantage to be derived from taking enough of the street floor of the building upon the corner to provide room which the sidewalks are not wide enough to furnish. Such an arrangement would permit persons approaching from Boylston street to reach the station without entering upon Washington street and so prevent the congestion otherwise probable as the result of opposite streams of travel meeting on Washington street.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

MARCH 29, 1905. [5693]

Commissioners.

Complaint of Frank W. Thayer concerning conditions upon the Boston Elevated railway at Dudley street station.

This petition emphasizes the need of an improvement in conditions at the Dudley street station, a need which the Board had already called to the attention of the company. To meet it changes have recently been made which secure more standing room for cars, additional cars have been brought into use, their movement accelerated and additional employees stationed at suitable points to aid the public in taking and leaving them.

These changes have been beneficial. When, however, the running of the surface or of the elevated cars is interrupted, as by trains at the railroad crossing or by an unexpected interference with the regular schedule, provoking consequences will be experienced at this station, though a telephone service has been installed which will to some extent ameliorate this annoyance by enabling the company to bring extra cars quickly into use. The abolition of the Dudley street railroad grade crossing and the changes in the elevated station to be made in connection with the extension of the railway to Forest Hills, will lessen interruptions in the service, secure yet more room for cars and for passengers and provide for a division of travel. The company will then be enabled to meet more satisfactorily the public demands.

Meanwhile inspection of the conditions of travel at this point will be made from time to time with a view to any further changes that may seem advisable.

By the Board,

JAMES F. JACKSON,

JUNE 26, 1905. [5781]

Chairman.

Petition of the Boston Elevated Railway Company for approval of plan of foot bridge over Atlantic avenue to connect the State street elevated station with the Atlantic avenue station of the East Boston tunnel.

Upon the petition of the Boston Elevated Railway Company, dated March 1, 1905, the annexed plan, numbered 27778, showing proposed location, form and method of construction of a foot bridge over Atlantic avenue connecting the State street elevated station with the Atlantic avenue station of the East Boston tunnel, the same being a modification of plan numbered 20189, approved by the Board July 26, 1898; plan numbered 20469, approved by the Board November 9, 1900; plan numbered 26681, approved by the Board July 27, 1904, and plan numbered 11807, approved by the Board September 20, 1904, is hereby approved and consent given to the changes shown.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

APRIL 10, 1905. [5768]

Commissioners.

Petition of the Boston Elevated Railway Company for approval of plan showing proposed relocation of westerly stairways at the State street elevated station.

Upon the petition of the Boston Elevated Railway Company, dated November 23, 1905, the plan annexed thereto, numbered 11813, showing proposed changes in the westerly stairways and connecting passageways at its State street elevated station, the same being a modification of plans numbered 25032 and 25033, approved by the Board July 11, 1898; plan numbered 20189, approved by the Board July 26, 1898; plan numbered 20469, approved by the Board November 9, 1900; plan numbered 26681, approved by the Board July 27, 1904, and of plan numbered 11807, approved by the Board September 20, 1904, is hereby approved and consent given to the changes shown.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

DECEMBER 11, 1905. [6017]

Commissioners.

Petition of the selectmen of Grafton for establishment of waiting stations on the Grafton and Upton railroad.

The selectmen of Grafton urge the need of waiting stations upon the Grafton and Upton railroad at or near the points where the railroad crosses the highway in Grafton Centre and at North Grafton for the benefit of patrons who since the change to an electric service have been in the habit of taking and leaving these cars at these crossings. The company contends that there is no need of such waiting stations.

We are of the opinion that with the railroad station at Grafton Centre maintained in suitable condition and convenient of access, the company ought not to be required to construct an additional waiting station at or near the neighboring highway.

At North Grafton, where there is no railroad station near the highway, we recommend that the company maintain a waiting station, which will provide a convenient place for taking and leaving the cars and afford a suitable shelter.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

JULY 18, 1905. [5857]

Commissioners.

Extension of transfer privileges on the West End street railway in South Boston.

As the result of the investigation suggested by the Common Council of Boston in its action of January 19, 1905, we recommend an increase in the transfer facilities now furnished by the Boston Elevated Railway Company at the junction of Broadway and Dorchester avenue in South Boston so that passengers may hereafter secure at that point transfers between the Bay View and Dorchester avenue cars.

This arrangement will apparently accommodate a larger number of persons and furnish opportunity to use a more frequent car service than the establishment of a transfer station at the corner of Eighth and Dorchester streets.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

MARCH 20, 1905. [5731]

Commissioners.

Complaint of John J. Conway concerning conditions at the Spring Street station of the New York, New Haven and Hartford railroad in West Roxbury.

Under the present arrangement the agent of the company at this station is relieved from duty about half past seven o'clock in the evening, after which time the station is left with no one in charge of it. The company makes the plea that although four inward and six outward bound trains stop here later in the evening, the number of passengers who call to purchase tickets and take or leave trains at this station after half past seven is so small as not to call for the presence of any agent or employee. The complainant refers to a recent accident at this station as the immediate reason for taking the matter up now.

Without indicating a belief that this accident was in any way due to the fact that there was no agent upon the premises at the time, we believe that to properly protect and accommodate this station and its patrons, some servant of the company ought to remain in charge throughout the period during which trains stop there. Though it is undoubtedly true that the number of patrons using the station after half past seven o'clock is very small, in our judgment the company ought not on that account to leave the station to take care of itself while inviting the public to use it in the same manner as it is used by other patrons throughout the day.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

OCTOBER 20, 1905. [C 668]

Commissioners.

ISSUES OF STOCK AND BONDS.

Petition of the Boston Elevated Railway Company for approval of an issue of bonds.

It appearing, after due notice and hearing, and upon such investigation as was deemed requisite, that the proposed issue of bonds is for lawful purposes and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Boston Elevated Railway Company of coupon or registered bonds to an amount not exceeding at par value seven million five hundred thousand dollars (\$7,500,000), payable thirty years from date thereof and bearing interest at a rate not exceeding four per cent per annum, as an issue of bonds reasonably necessary and of the amount required for the purposes to which the proceeds of such bonds are to be applied as hereinafter specifically set out:

1. The proceeds of bonds amounting at par value to one hundred thirty thousand dollars (\$130,000) shall be applied to the payment of necessary engineering and miscellaneous expenses incurred in connection with the proposed extension of the railway.

2. The proceeds of bonds amounting at par value to nine hundred thousand dollars (\$900,000) shall be applied to the payment of the necessary cost of construction and equipment of the proposed extension of the elevated structure, including foundations, tracks and electric system.

3. The proceeds of bonds amounting at par value to nine hundred fifty thousand dollars (\$950,000) shall be applied to the necessary cost incurred and to be incurred in the construction and equipment of power stations.

4. The proceeds of bonds amounting at par value to one hundred seventy thousand dollars (\$170,000) shall be applied to the necessary cost, exclusive of expenditures for land, incurred in construction and equipment of terminal and other stations, in connection with the proposed extension of railway.

5. The proceeds of bonds amounting at par value to one million three hundred thousand dollars (\$1,300,000) shall be applied to

the necessary cost incurred and to be incurred in the purchase and equipment of rolling stock.

6. The proceeds of bonds amounting at par value to three million, seven hundred thousand dollars (\$3,700,000) shall be applied to the payment of the necessary cost of real estate and to the payment of damages caused by the construction of the railway.

7. The proceeds of bonds amounting at par value to fifty thousand dollars (\$50,000) shall be applied to the payment of the necessary cost incurred and to be incurred in the purchase of machinery, tools and miscellaneous equipment of the railway.

8. The proceeds of bonds amounting at par value to three hundred thousand dollars (\$300,000) shall be applied to the payment of the necessary cost of equipment of tunnels.

Any excess in the proceeds of this issue of bonds over the amounts above named which may be realized from premiums shall be held for application to the cost of other permanent additions to and improvements in the railway property whenever such application shall be approved by the Board.

Attest: CHARLES E. MANN,

APRIL 7, 1905. [5753]

Clerk.

Petition of the Boston and Lowell Railroad Corporation for approval of an issue of bonds.

It appearing, after due notice and hearing and upon such further investigation as was deemed requisite, that the proposed issue of bonds is for a lawful purpose and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Boston and Lowell Railroad Corporation of coupon or registered bonds to an amount not exceeding at par value five hundred thousand dollars (\$500,000), said bonds to be payable twenty years from date thereof and to bear interest at the rate of three and one-half per cent per annum, as an issue of bonds reasonably necessary and of the amount required for the purpose of refunding certain bonds of the company maturing September 1, 1905.

Any excess in the proceeds of this issue of bonds over the amount above named which may be realized from premiums shall be held for application to the cost of permanent additions to and improvements upon the railroad property, in accordance with the terms of the lease to the Boston and Maine Railroad.

Attest: CHARLES E. MANN,

FEBRUARY 24, 1905

[5755]

Clerk.

Petition of the Boston and Maine Railroad for approval of an issue of bonds.

It appearing, after notice and hearing and upon further investigation, that the proposed issue of bonds is for the purpose of refunding certain indebtedness at a lower rate of interest, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Boston and Maine Railroad of coupon or registered bonds to an amount not exceeding at par value ten million dollars (\$10,000,000), payable twenty years from date thereof and bearing interest at the rate of four per cent per annum, as an issue of bonds reasonably necessary and of the amount required for the purpose of paying and refunding certain indebtedness lawfully assumed and now outstanding as an obligation of the petitioner: — namely, bonds to the amount of \$7,724,500, issued by the Eastern Railroad Company and maturing September 1, 1906; bonds to the amount of \$2,000,000, issued by the Central Massachusetts Railroad Company and maturing October 1, 1906; and mortgage notes amounting to \$594,800, given by the Eastern Railroad Company and maturing September 1, 1906.

Any excess in the proceeds of the bonds the issue of which is hereby authorized over the amount of the indebtedness above described which may be realized from premiums shall be held for such application to the cost of permanent additions to and improvements in the railroad property as the Board may hereafter approve.

Attest: CHARLES E. MANN,

DECEMBER 6, 1905.

[6019]

Clerk.

Petition of the Boston and Northern Street Railway Company for approval of an issue of additional capital stock.

It appearing, after due notice and hearing, an examination of the assets and liabilities of the petitioner and such further investigation as was deemed necessary, that the proposed issue by the petitioner of additional shares of capital stock has been duly approved for lawful purposes and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Boston and Northern Street Railway Company of additional shares of capital stock not exceeding five thousand in number, amounting at par value to five hundred thousand dollars (\$500,000), as an issue of stock reasonably necessary and of the amount required for the purposes hereinafter named:

1. The proceeds of shares not exceeding four thousand (4000) in number, amounting at par value to four hundred thousand dollars (\$400,000) are to be applied to the payment of existing indebtedness properly incurred in making certain improvements in and additions to the railway property, as shown in the schedule and report on file with the petition.

2. The proceeds of shares not exceeding one thousand (1000) in number, amounting at par value to one hundred thousand dollars, are to be applied toward the payment of the necessary cost of certain additions to and improvements in the railway property to be made as described in the schedule on file with the petition.

And it is *Determined*, That the value at which the new shares of stock shall be offered to the stockholders according to law is one hundred dollars (\$100).

Attest: CHARLES E. MANN,

APRIL 8, 1905. [5762]

Clerk.

Petition of the Boston and Northern Street Railway Company for approval of an issue of bonds.

It appearing, after due notice and hearing and upon such further investigation as was deemed requisite, that the proposed issue of bonds is for a lawful purpose and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Boston and Northern Street Railway Company of mortgage bonds to an amount not exceeding at par value five hundred thousand dollars (\$500,000), payable fifty years from date thereof and bearing interest at the rate of four per cent per annum, as an issue of bonds reasonably necessary and of the amount required for meeting the cost incurred and to be incurred for additional track and line construction, electrical equipment, power stations and machinery, as shown in schedules on file in this office.

Any excess in the proceeds of this issue of bonds over the amount above named which may be realized from premiums shall be held for application to the cost of permanent additions to and improvements in the railway property, whenever such application shall be approved by the Board.

Attest: CHARLES E. MANN,

MAY 31, 1905. [5855]

Clerk.

Petition of the Boston and Northern Street Railway Company for approval of an issue of additional capital stock.

It appearing, after due notice and hearing, an examination of the assets and liabilities of the petitioner and such further investigation as was deemed necessary, that the proposed issue by the petitioner of additional shares of capital stock has been duly approved for lawful purposes and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Boston and Northern Street Railway Company of additional shares of capital stock not exceeding two thousand (2000) in number, amounting at par value to two hundred thousand dollars (\$200,000), as an issue of stock reasonably necessary and of the amount required for the purposes hereinafter named:

1. The proceeds of shares not exceeding five hundred ninety in number, amounting at par value to fifty-nine thousand dollars (\$59,000), are to be applied to the payment of existing indebtedness properly incurred in making certain improvements in and additions to the railway property, as shown in the schedule and report on file with the petition.

2. The proceeds of shares not exceeding one thousand four hundred and ten (1,410) in number, amounting at par value to one hundred forty-one thousand dollars (\$141,000), are to be applied toward the payment of the necessary cost of certain additions to and improvements in the railway property to be made as described in the schedule on file with the petition.

And it is *Determined*, That the value at which the new shares of stock shall be offered to the stockholders according to law is one hundred dollars (\$100).

Attest:

CHARLES E. MANN,

SEPTEMBER 29, 1905.

[5950]

Clerk.

Petition of the Connecticut River Railroad Company for approval of an issue of additional capital stock.

The Legislature of Massachusetts in chapter 104, Acts of 1903, and the Legislature of New Hampshire in chapter 243, Acts of 1903, have enacted special statutes authorizing the Connecticut River Railroad Company to acquire by exchange or purchase the whole or a part of the capital stock of the Vermont Valley Railroad. The terms and conditions of the exchange or sale were left in this legislation to the contracting parties.

In discharge of the only duty imposed upon the Board, that of limiting the issue of stock by the petitioner to the number of shares necessary to effect the exchange or purchase arranged between the company and the owners of the stock which it is to acquire, and upon the evidence presented as to that arrangement, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Connecticut River Railroad Company of additional shares of capital stock not exceeding ten thousand (10,000) in number, amounting at par value to one million dollars (\$1,000,000), as an issue of stock reasonably necessary and of the amount required to enable the company to effect the exchange of stock authorized in the statutes above named, upon the basis of one share of the stock of the Connecticut River Railroad Company for every two shares of the stock of the Vermont Valley Railroad.

Attest:

CHARLES E. MANN,

DECEMBER 5, 1905. [5980]

Clerk.

Petition of the Connecticut Valley Street Railway Company for approval of an issue of additional capital stock.

It appearing, after due notice and hearing and such further investigation as was deemed necessary, that the proposed issue of additional capital stock is for a lawful purpose and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Connecticut Valley Street Railway Company of additional shares of capital stock not exceeding one hundred (100) in number, amounting at par value to ten thousand dollars (\$10,000), as an issue of stock reasonably necessary and of the amount required for paying certain floating indebtedness properly incurred in the construction and equipment of its railway and in the purchase of property necessary for its operation.

And it is *Determined*, That the value at which the new shares of stock shall be offered to the stockholders who may be entitled to take the same according to law is one hundred dollars (\$100) per share.

Attest:

CHARLES E. MANN,

NOVEMBER 13, 1905. [5979]

Clerk.

Petition of the Connecticut Valley Street Railway Company relative to sale by auction of new shares of capital stock.

It appearing that the directors of the Connecticut Valley Street Railway Company have determined to sell by public auction the new shares to be issued in connection with its recent increase of capital stock, and that the amount of this issue does not exceed four per cent of the existing capital stock of the company, — it is

Ordered, That the one hundred (100) shares of capital stock, the issue of which was authorized under the order of the Board dated November 13, 1905, be offered for sale by public auction in the town of Greenfield to the highest bidder at not less than par value, to be actually paid in cash; and that the Northampton Daily Herald, the Daily Hampshire Gazette and the Springfield Republican be prescribed as the daily newspapers in which notice of the time and place of such sale shall be published at least five times during the ten days immediately preceding the sale.

Attest: CHARLES E. MANN,

DECEMBER 5, 1905. [5979]

Clerk.

Petition of the Conway Electric Street Railway Company for approval of an issue of bonds.

It appearing, after due notice and hearing, and further inquiry, including an examination of the assets and liabilities of the petitioner and an appraisal of its property, that the proposed issue of bonds is for a lawful purpose and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Conway Electric Street Railway Company of coupon or registered bonds to an amount not exceeding at par value thirty thousand dollars (\$30,000), said bonds to be payable in twenty years from the date thereof and to bear interest at the rate of five per cent per annum, as an issue of bonds reasonably necessary and of the amount required for the purpose of paying certain floating indebtedness properly incurred in construction and equipment of railway and in purchase of property authorized under chapter 284, Acts of 1903.

Attest: CHARLES E. MANN,

MAY 13, 1905. [5793]

Clerk.

Petition of the Fitchburg Railroad Company for approval of an issue of bonds.

It appearing, after due notice and hearing and such further examination as was deemed requisite, that the proposed issue of bonds is for lawful purposes and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Fitchburg Railroad Company of coupon or registered bonds to an amount not exceeding at par value three million, six hundred sixty thousand dollars (\$3,660,000), payable twenty years from the date thereof and bearing interest at the rate of four per cent per annum, as an issue of bonds reasonably necessary and of the amount required for the following purposes: —

1. The proceeds of bonds amounting at par value to three million one hundred sixty thousand dollars (\$3,160,000) shall be applied only to the funding of certain floating indebtedness represented by promissory notes given to take up certain issues of bonds as the same fell due, namely, — bonds of the Fitchburg Railroad Company amounting to fifty-four thousand dollars (\$54,000), due March 1, 1903; amounting to five hundred thousand dollars (\$500,000), due April 1, 1903; amounting to three hundred seventy-eight thousand dollars (\$378,000), due September 1, 1903; amounting to one million dollars (\$1,000,000), due November 1, 1903; amounting to five hundred thousand dollars (\$500,000), due December 1, 1903; amounting to five hundred thousand dollars (\$500,000), due March 1, 1904; and bonds of the Vermont and Massachusetts Railroad Company amounting to two hundred twenty-eight thousand dollars (\$228,000), due May 1, 1903.

2. The proceeds of bonds amounting at par value to five hundred thousand dollars (\$500,000) shall be applied only to the payment and refunding of an issue of bonds of the petitioner amounting to five hundred thousand dollars (\$500,000) which fall due June 1, 1905.

The order of the Board dated March 13, 1903, approving an issue of bonds to the amount of two million six hundred sixty thousand dollars (\$2,660,000) is hereby revoked, no bonds having been issued thereunder and the issue then proposed being in effect covered by the issue now authorized.

Any excess in the proceeds of these bonds over the amounts to be applied as above stated realized from premiums shall be applied to the cost of permanent additions to and improvements in the railroad property.

Attest:

CHARLES E. MANN,

Petition of the Lowell and Woburn Street Railway Company for authority to issue capital stock.

It appearing, after due notice and hearing, that the petitioner has been incorporated under the provisions of section 13, chapter 112, Revised Laws, for the purpose of holding, owning and operating the street railway formerly belonging to the Lowell and Boston Street Railway Company and purchased at a sale made by the receivers under a decree of the Circuit Court of the United States; that the fair cost of replacing the property so acquired is in excess of five thousand dollars (\$5,000); that an issue of capital stock to the amount of five thousand dollars (\$5,000) is lawful and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Lowell and Woburn Street Railway Company of shares of capital stock not exceeding fifty (50) in number, amounting at par value to five thousand dollars (\$5,000), as an issue of stock reasonably necessary and of the amount required for the purposes contemplated in the statute above named.

Said shares are to be issued to the subscribers to the capital stock of the company, or their assigns, upon the full payment of the par value thereof in cash; and no shares are to be issued until the whole amount of the capital stock as above fixed has been actually paid in cash.

Attest: . CHARLES E. MANN,

APRIL 12, 1905. [5798]

Clerk.

Petition of the Lowell and Woburn Street Railway Company for approval of an issue of additional capital stock.

It appearing, after due notice and hearing, and upon such further investigation as was deemed requisite, that the proposed issue of additional capital stock is for a lawful purpose and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Lowell and Woburn Street Railway Company of additional shares of capital stock not exceeding one hundred twenty (120) in number, amounting at par value to twelve thousand dollars (\$12,000), as an issue of stock reasonably necessary and of the amount required for paying certain floating indebtedness properly incurred in connection with the purchase of the railway property under the provisions of sections twelve to fourteen of chapter 112, Revised Laws.

And it is *Determined*, That the value at which the new shares of stock shall be offered to the stockholders who may be entitled to take the same according to law is one hundred dollars (\$100) per share.

Attest: CHARLES E. MANN,

MAY 4, 1905. [5826]

Clerk.

Petition of the Nahant and Lynn Street Railway Company for authority to issue original capital stock.

It appearing, after due notice and hearing, and upon such investigation as was deemed requisite, that an issue of original capital stock to the amount and for the purpose hereinafter named is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Nahant and Lynn Street Railway Company of original shares of capital stock not exceeding five hundred (500) in number, amounting at par value to fifty thousand dollars (\$50,000), the proceeds of such shares to be applied exclusively to the payment and capitalization of the necessary cost of building and equipping its railway upon locations duly granted to it.

Said shares are to be issued to the subscribers to the capital stock of the company, or their assigns, upon the full payment of the par value thereof in cash, and no shares are to be issued until the whole amount of capital stock as above fixed has been actually paid in cash.

Attest: CHARLES E. MANN,

JULY 8, 1905. [5887]

Clerk.

Petition of the Nahant and Lynn Street Railway Company for approval of an issue of additional capital stock.

It appearing, after due notice and hearing, and further inquiry, including an examination of the assets and liabilities of the petitioner and an appraisal of its property, that the proposed issue of stock is for a lawful purpose and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Nahant and Lynn Street Railway Company of additional shares of capital stock not exceeding five hundred (500) in number, amounting at par value to fifty thousand dollars (\$50,000), as an issue of stock reasonably necessary and of the amount required for paying certain floating indebtedness properly incurred in the

construction and equipment of its railway and in the purchase of property necessary for its operation.

And it is *Determined*, That the value at which the new shares of stock shall be offered to the stockholders who may be entitled to take the same according to law is one hundred dollars (\$100) per share.

Attest: CHARLES E. MANN,

OCTOBER 12, 1905. [5935]

Clerk.

Petition of the Nahant and Lynn Street Railway Company for approval of an issue of bonds.

It appearing, after due notice and hearing, and further inquiry, including an examination of the assets and liabilities of the petitioner and an appraisal of its property, that the proposed issue of bonds is for a lawful purpose and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Nahant and Lynn Street Railway Company of coupon or registered bonds to an amount not exceeding at par value seventy-five thousand dollars (\$75,000), payable in twenty years from date thereof and bearing interest at the rate of five per cent per annum, as an issue of bonds reasonably necessary and of the amount required for the purpose of paying certain floating indebtedness properly incurred in the construction and equipment of the railway and in the purchase of property necessary for its operation.

Attest: CHARLES E. MANN,

NOVEMBER 8, 1905. [5977]

Clerk.

Petition of the Old Colony Street Railway Company for approval of an issue of additional capital stock.

It appearing, after due notice and hearing, an examination of the assets and liabilities of the petitioner and such further investigation as was deemed necessary, that the proposed issue by the petitioner of additional shares of capital stock has been duly approved for lawful purposes and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Old Colony Street Railway Company of additional shares of capital stock not exceeding five thousand (5000) in number, amounting at par value to five hundred thousand dollars (\$500,-

000), as an issue of stock reasonably necessary and of the amount required for the purposes hereinafter named:

1. The proceeds of shares not exceeding four thousand two hundred and fifty (4250) in number, amounting at par value to four hundred twenty-five thousand dollars (\$425,000), are to be applied to the payment of existing indebtedness properly incurred in making certain improvements in and additions to the railway property, as shown in the schedule and report on file with the petition.

2. The proceeds of shares not exceeding seven hundred and fifty (750) in number, amounting at par value to seventy-five thousand dollars (\$75,000), are to be applied toward the payment of the necessary cost of certain additions to and improvements in the railway property to be made as described in the schedule on file with the petition.

And it is *Determined*, That the value at which the new shares of stock shall be offered to the stockholders according to law is one hundred dollars (\$100).

Attest:

CHARLES E. MANN,

APRIL 8, 1905.

[5763]

Clerk.

Petition of the Old Colony Street Railway Company for approval of an issue of bonds.

It appearing, after due notice and hearing and upon such further investigation as was deemed requisite, that the proposed issue of bonds is for a lawful purpose and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Old Colony Street Railway Company of mortgage bonds to an amount not exceeding at par value five hundred thousand dollars (\$500,000), payable fifty years from date thereof and bearing interest at the rate of four per cent per annum, as an issue of bonds reasonably necessary and of the amount required for meeting the cost incurred and to be incurred in connection with the installation of the alternating current system of electric power contemplated in the order of this Board issued under date of June 21, 1904.

Any excess in the proceeds of this issue of bonds over the amount above named which may be realized from premiums shall be held for application to the cost of permanent additions to and improvements in the railway property whenever such application shall be approved by the Board.

Attest:

CHARLES E. MANN,

MAY 31, 1905.

[5856]

Clerk.

Petition of the Old Colony Street Railway Company for approval of an issue of additional capital stock.

It appearing, after notice and hearing, on examination of the assets and liabilities of the petitioner and upon further investigation, that the proposed issue of stock is for a lawful purpose and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Old Colony Street Railway Company of additional shares of capital stock not exceeding two thousand (2,000) in number, amounting at par value to two hundred thousand dollars (\$200,000), as an issue of stock reasonably necessary and of the amount required for the purposes hereafter named:

1. The proceeds of shares not exceeding one thousand four hundred ten (1,410) in number, amounting at par value to one hundred forty-one thousand dollars (\$141,000), are to be applied to completing the payment of the necessary cost of building, equipping and installing the alternating current system of electric power, as shown in the schedule on file with the petition.

2. The proceeds of shares not exceeding five hundred ninety (590) in number, amounting at par value to fifty-nine thousand dollars (\$59,000), are to be applied toward the payment of the necessary cost of certain additions to and improvements in the railway property, completed and in progress, as shown in the schedule on file with the petition.

And it is *Determined*, That the value at which the new shares of stock shall be offered to stockholders who may be entitled to take the same according to law is one hundred dollars (\$100) per share.

Attest:

CHARLES E. MANN,

DECEMBER 13, 1905.

[5951]

Clerk.

Petition of the Plymouth, Carver and Wareham Street Railway Company for authority to issue original capital stock.

It appearing, after due notice and hearing, and upon such investigation as was deemed requisite, that an issue of original capital stock to the amount and for the purpose hereinafter named is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Plymouth, Carver and Wareham Street Railway Company of original shares of capital stock not exceeding four hundred fifty (450) in number, amounting at par value to forty-five

thousand dollars (\$45,000), the proceeds of such shares to be applied exclusively to the payment and capitalization of the necessary cost of building and equipping its railway upon locations duly granted to it.

Said shares are to be issued to the subscribers to the capital stock of the company, or their assigns, upon the full payment of the par value thereof in cash, and no shares are to be issued until the whole amount of capital stock as above fixed has been actually paid in cash.

Attest:

CHARLES E. MANN,

DECEMBER 5, 1905.

[6003] _____

Clerk.

Petition of the Plymouth County Street Railway Company for approval of an issue of original capital stock.

It appearing, after due notice and hearing, and upon such investigation as was deemed requisite, that an issue of original capital stock to the amount and for the purpose hereinafter named is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Plymouth County Street Railway Company of original shares of capital stock not exceeding one thousand two hundred fifty (1,250) in number, amounting at par value to one hundred twenty-five thousand dollars (\$125,000), the proceeds of such shares to be applied exclusively to the payment and capitalization of the necessary cost of building and equipping its railway upon locations duly granted to it.

Said shares are to be issued to the subscribers to the capital stock of the company, or their assigns, upon the full payment of the par value thereof in cash, and no shares are to be issued until the whole amount of capital stock as above fixed has been actually paid in cash.

Attest:

CHARLES E. MANN,

APRIL 13, 1905.

[5806] _____

Clerk.

Petition of the Taunton and Buzzards Bay Street Railway Company for authority to issue capital stock.

It appearing, after due notice and hearing, that the petitioner has been duly incorporated under the provisions of section 13, chapter 112, Revised Laws, for the purpose of holding, owning and operating the street railway formerly belonging to the Middleborough, Wareham and Buzzards Bay Street Railway Company and purchased at a sale made by the receivers under a decree of the Circuit Court of the United States; that upon appraisal the fair

cost of replacing the property so acquired, less the amount of the outstanding mortgage indebtedness to which the property is subject, is in excess of one hundred fifty thousand dollars (\$150,000); that an issue of capital stock to the amount of one hundred fifty thousand dollars (\$150,000) is lawful and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Taunton and Buzzards Bay Street Railway Company of shares of capital stock not exceeding one thousand five hundred (1,500) in number, amounting at par value to one hundred fifty thousand dollars (\$150,000), as an issue of stock reasonably necessary and of the amount required for the purposes contemplated in the statute above named.

Said shares are to be issued to the subscribers to the capital stock of the company, or their assigns, upon the full payment of the par value thereof in cash; and no shares are to be issued until the whole amount of the capital stock as above fixed has been actually paid in cash.

Attest: CHARLES E. MANN,

FEBRUARY 20, 1905.

[5707]

Clerk.

*Petition of the Taunton and Buzzards Bay Street Railway Company
for authority to reduce capital stock.*

It appearing, after due notice and hearing, that the petitioner has been incorporated under the provisions of section 13, chapter 112, Revised Laws, for the purpose of holding, owning and operating the street railway formerly belonging to the Middleborough, Wareham and Buzzards Bay Street Railway Company and purchased at a sale made by the receivers under a decree of the Circuit Court of the United States; that the proposed reduction in capital stock from two hundred twenty-five thousand dollars (\$225,000), the amount named in the agreement of association, to one hundred fifty thousand dollars (\$150,000) is consistent with the action of the Board in fixing the capital stock of this company at one hundred fifty thousand dollars (\$150,000) under its order of February 20, 1905, and with the public interests, — it is

Ordered, That the reduction in the capital stock of the Taunton and Buzzards Bay Street Railway Company from two hundred twenty-five thousand dollars (\$225,000), the amount named in the agreement of association, to one hundred fifty thousand dollars (\$150,000) be hereby authorized.

Attest: CHARLES E. MANN,

FEBRUARY 25, 1905.

[5760]

Clerk.

*Petition of the Taunton and Pawtucket Street Railway Company
for authority to issue capital stock.*

It appearing, after due notice and hearing, that the petitioner has been duly incorporated under the provisions of section 13, chapter 112, Revised Laws, for the purpose of holding, owning and operating the street railway formerly belonging to the Bristol County Street Railway Company and purchased at a sale made by the receivers under a decree of the Circuit Court of the United States; that upon appraisal the fair cost of replacing the property so acquired, less the amount of the outstanding mortgage indebtedness to which the property is subject, is in excess of one hundred thousand dollars (\$100,000); that an issue of capital stock to the amount of one hundred thousand dollars (\$100,000) is lawful and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Taunton and Pawtucket Street Railway Company of shares of capital stock not exceeding one thousand (1,000) in number, amounting at par value to one hundred thousand dollars (\$100,000), as an issue of stock reasonably necessary and of the amount required for the purposes contemplated in the statute above named.

Said shares are to be issued to the subscribers to the capital stock of the company, or their assigns, upon the full payment of the par value thereof in cash; and no shares are to be issued until the whole amount of the capital stock as above fixed has been actually paid in cash.

Attest: CHARLES E. MANN,

FEBRUARY 20, 1905.

[5708] _____

Clerk. }

*Petition of the Taunton and Pawtucket Street Railway Company
for authority to reduce capital stock.*

It appearing, after due notice and hearing, that the petitioner has been incorporated under the provisions of section 13, chapter 112, Revised Laws, for the purpose of holding, owning and operating the street railway formerly belonging to the Bristol County Street Railway Company and purchased at a sale made by the receivers under a decree of the Circuit Court of the United States; that the proposed reduction in capital stock from two hundred thousand dollars (\$200,000), the amount named in the agreement of association, to one hundred thousand dollars (\$100,000) is consistent with the action of the Board in fixing the capital stock of this company at one hundred thousand dollars (\$100,000) under its order of February 20, 1905, and with the public interests, — it is

Ordered, That the reduction in the capital stock of the Taunton and Pawtucket Street Railway Company from two hundred thousand dollars (\$200,000), the amount named in the agreement of association, to one hundred thousand dollars (\$100,000) be hereby authorized.

Attest: CHARLES E. MANN,

FEBRUARY 25, 1905. [5760] _____ Clerk.

*Petition of the Uxbridge and Blackstone Street Railway Company
for authority to issue additional capital stock.*

It appearing, after due notice and hearing, and further inquiry, including an examination of the assets and liabilities of the petitioner and an appraisal of its property, that the proposed issue of additional capital stock is for a lawful purpose and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Uxbridge and Blackstone Street Railway Company of additional shares of capital stock not exceeding four hundred (400) in number, amounting at par value to forty thousand dollars (\$40,000), as an issue of stock reasonably necessary and of the amount required for the purpose of paying floating indebtedness properly incurred in the construction and equipment of the railway and in the purchase of property necessary for its operation.

And it is *Determined*, That the value at which the new shares of stock shall be offered to the stockholders who may be entitled to take the same according to law is one hundred dollars (\$100) per share.

Attest: CHARLES E. MANN,

JULY 6, 1905. [5630] _____ Clerk.

*Petition of the Waltham Street Railway Company for approval of
an issue of bonds.*

It appearing, after notice and hearing, and upon further investigation, including an examination of the assets and liabilities of the petitioner and an appraisal of its property, that the proposed issue of bonds is for a lawful purpose and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Waltham Street Railway Company of coupon or registered bonds to an amount not exceeding at par value one hundred thousand dollars (\$100,000), payable twenty years from date thereof and bearing interest at the rate of five per cent per annum, as an issue of bonds reasonably necessary and of the amount re-

quired for the purpose of paying certain floating indebtedness properly incurred in the construction and equipment of the railway and in the purchase of property necessary for its operation.

Attest: CHARLES E. MANN,

DECEMBER 22, 1905.

[5637] _____

Clerk.

Petition of the Ware and Brookfield Street Railway Company for authority to issue capital stock.

It appearing, after due notice and hearing, that the petitioner has been incorporated under the provisions of section 13, chapter 112, Revised Laws, for the purpose of holding, owning and operating the street railway formerly belonging to the Hampshire and Worcester Street Railway Company and purchased at a sale made by the receiver under a decree of the Superior Court of the Commonwealth; that the fair cost of replacing the property so acquired is in excess of one hundred thousand dollars (\$100,000); that an issue of capital stock to the amount of one hundred thousand dollars (\$100,000) is lawful and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Ware and Brookfield Street Railway Company of shares of capital stock not exceeding one thousand (1,000) in number, amounting at par value to one hundred thousand dollars (\$100,000), as an issue of stock reasonably necessary and of the amount required for the purposes contemplated in the statute above named.

Said shares are to be issued to the subscribers to the capital stock of the company, or their assigns, upon the full payment of the par value thereof in cash; and no shares are to be issued until the whole amount of the capital stock as above fixed has been actually paid in cash.

Attest: CHARLES E. MANN,

DECEMBER 1, 1905.

[5978] _____

Clerk.

Petition of the West End Street Railway Company for approval of an issue of bonds.

It appearing, after due notice and hearing, and upon such further investigation as was deemed requisite, that the proposed issue of bonds is for a lawful purpose and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the West End Street Railway Company of coupon or regis-

tered bonds to an amount not exceeding at par value two hundred thousand dollars (\$200,000), said bonds to be payable in thirty years from date thereof and to bear interest at the rate of four per cent per annum, as an issue of bonds reasonably necessary and of the amount required for the purpose of refunding outstanding bonds of the South Boston Railroad Company maturing May 1, 1905, which bonds the West End Street Railway Company was at the time of the lease to the Boston Elevated Railway Company and still is under obligation to pay.

Any excess in the proceeds of this issue of bonds over the amount above named which may be realized from premiums shall be held for application to the cost of permanent additions to and improvements in the property of the company whenever such application shall be approved by the Board.

Attest: CHARLES E. MANN,

FEBRUARY 11, 1905. [5736] _____ Clerk.

*Petition of the Western Massachusetts Street Railway Company
for authority to issue original capital stock.*

It appearing, upon investigation, that an issue of original capital stock to the amount and for the purpose hereinafter named is consistent with the public interests,—it is

Ordered, That the approval of the Board be hereby given to the issue by the Western Massachusetts Street Railway Company of original shares of capital stock not exceeding three thousand (3,000) in number, amounting at par value to three hundred thousand dollars (\$300,000), the proceeds of such shares to be applied exclusively to the payment and capitalization of the necessary cost of building and equipping its railway upon locations duly granted to it.

Said shares are to be issued to the subscribers to the capital stock of the company, or their assigns, upon the full payment of the par value thereof in cash, and no shares are to be issued until the whole amount of capital stock as above fixed has been actually paid in cash.

Attest: CHARLES E. MANN,

OCTOBER 16, 1905. [5810] _____ Clerk.

*Petition of the Western Massachusetts Street Railway Company for
approval of an issue of bonds.*

The Western Massachusetts street railway undoubtedly meets a want in the communities which it serves and the enterprise is one which would receive general commendation.

The filling, blasting and grading necessary to the building of this railway, practically of railroad construction, in part upon private lands and in part upon public ways, through a country where natural conditions have presented peculiar obstacles, have made the first cost a heavy one, much greater than the usual cost of street railways.

The company has already issued capital stock to the amount of \$300,000, and now asks authority to issue \$300,000 in bonds.

While appreciating the difficulties in the undertaking, and willing to allow, for the purpose of capitalization, what it deems a reasonable cost of construction and equipment, the Board cannot agree that as a basis on which to establish fares and accommodations the company ought to issue bonds in excess of \$200,000.

After due notice and hearing, therefore, and upon an expert appraisal and further investigation, and personal inspection of the railway, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Western Massachusetts Street Railway Company of coupon or registered bonds to an amount not exceeding at par value two hundred thousand dollars (\$200,000), said bonds to be payable in twenty years from date thereof and to bear interest at a rate not to exceed five per cent per annum, as an issue of bonds reasonably necessary and of the amount required for the purpose of paying certain floating indebtedness properly incurred in the construction and equipment of the railway and in the purchase of property necessary for its operation.

For the Board,

CHARLES E. MANN,

NOVEMBER 13, 1905.

[5981]

Clerk.

Petition of the Worcester, Nashua and Rochester Railroad Company for approval of an issue of bonds.

It appearing, after due notice and hearing, and upon such further investigation as was deemed requisite, that the proposed issue of bonds is for a lawful purpose and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Worcester, Nashua and Rochester Railroad Company of coupon or registered bonds to an amount not exceeding at par value one hundred fifty thousand dollars (\$150,000), said bonds to be payable on January 1, 1935, and to bear interest at the rate

of four per cent per annum, as an issue of bonds reasonably necessary and of the amount required for the purpose of paying and refunding bonds of the company maturing January 1, 1906.

Any excess in the proceeds of this issue of bonds over the amount above named which may be realized from premiums shall be held for such application to cost of permanent additions to and improvements in the property of the company as the Board shall hereafter approve.

Attest:

CHARLES E. MANN,

NOVEMBER 29, 1905.

[6013] _____

Clerk.

Petition of the Worcester and Holden Street Railway Company for approval of an issue of bonds.

It appearing, after due notice and hearing, and upon such further investigation as was deemed requisite, that the proposed issue of bonds is for a lawful purpose and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Worcester and Holden Street Railway Company of coupon or registered bonds to an amount not exceeding at par value twenty-five thousand dollars (\$25,000), said bonds to be payable in twenty years from the date thereof and to bear interest at the rate of five per cent per annum, as an issue of bonds reasonably necessary and of the amount required for the purpose of paying certain floating indebtedness properly incurred in the construction and equipment of the railway and in the purchase of property necessary for its operation.

Attest:

CHARLES E. MANN,

FEBRUARY 11, 1905.

[5730] _____

Clerk.

Petition of the Worcester and Southbridge Street Railway Company for approval of an issue of additional capital stock.

It appearing, after due notice and hearing, and upon such further investigation as was deemed requisite, that the proposed issue of additional capital stock is for a lawful purpose and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Worcester and Southbridge Street Railway Company of additional shares of capital stock not exceeding one thousand (1,000) in number, amounting at par value to one hundred thousand dollars (\$100,000), as an issue of stock reasonably necessary and of the amount required for paying certain floating indebted-

ness properly incurred in the construction and equipment of the railway and in the purchase of property necessary for its operation.

The approval of this issue of stock is to take effect upon the reduction by cancellation of the outstanding floating indebtedness of the company, now existing in the shape of certain promissory notes, to \$300,000.

And it is *Determined*, That the value at which the new shares of stock shall be offered to the stockholders who may be entitled to take the same according to law is one hundred dollars (\$100) per share.

Attest:

CHARLES E. MANN,

FEBRUARY 23, 1905.

[5738]

Clerk.

*Petition of the Worcester and Southbridge Street Railway Company
for approval of an issue of bonds.*

It appearing, after due notice and hearing and upon further investigation, that the company has complied with the conditions contained in the order of this Board dated February 23, 1905, and has effected the reduction of its floating indebtedness required therein; that the proposed issue of bonds is for a lawful purpose and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Worcester and Southbridge Street Railway Company of coupon or registered bonds to an amount not exceeding at par value one hundred thousand dollars (\$100,000), said bonds to be payable in twenty years from the date thereof and to bear interest at the rate of four and one-half per cent per annum, as an issue of bonds reasonably necessary and of the amount required for the purpose of paying certain floating indebtedness properly incurred in the construction and equipment of the railway and in the purchase of property necessary for its operation.

Attest:

CHARLES E. MANN,

APRIL 12, 1905.

[5789]

Clerk.

*Petition of the Worcester and Southbridge Street Railway Company
for approval of an issue of bonds.*

It appearing, after due notice and hearing, and upon such further investigation as was deemed requisite, that the proposed issue of bonds is for a lawful purpose and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Worcester and Southbridge Street Railway Company

of coupon or registered bonds to an amount not exceeding at par value sixty thousand dollars (\$60,000), said bonds to be payable in twenty years from date thereof and to bear interest at the rate of four and one-half per cent per annum, as an issue of bonds reasonably necessary and of the amount required for the purpose of taking up and refunding before maturity outstanding bonds of the Southbridge and Sturbridge Street Railway Company which would become due January 1, 1917.

Any excess in the proceeds of this issue of bonds over the amount above named which may be realized from premiums shall be held for application to the cost of permanent additions to and improvements in the property of the company whenever such application shall be approved by the Board.

Attest:

CHARLES E. MANN,

APRIL 12, 1905. [5790]

Clerk.

*Petition of the Worcester and Southbridge Street Railway Company
for approval of an issue of bonds.*

It appearing, after due notice and hearing, and upon such further investigation as was deemed requisite, that the proposed issue of bonds is for a lawful purpose and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Worcester and Southbridge Street Railway Company of coupon or registered bonds to an amount not exceeding at par value forty thousand dollars (\$40,000), said bonds to be payable in twenty years from date thereof and to bear interest at the rate of four and one-half per cent per annum, as an issue of bonds reasonably necessary and of the amount required for the purpose of taking up and refunding before maturity outstanding bonds of the Worcester, Rochdale and Charlton Depot Street Railway Company which would become due July 1, 1923.

Any excess in the proceeds of this issue of bonds over the amount above named which may be realized from premiums shall be held for application to the cost of permanent additions to and improvements in the property of the company whenever such application shall be approved by the Board.

Attest:

CHARLES E. MANN,

APRIL 26, 1905. [5819]

Clerk.

STREET RAILWAY EXPRESS.

Petitions of the Taunton and Pawtucket, the Taunton and Buzards Bay and the Western Massachusetts street railway companies for authority to act as common carriers under the provisions of the general law.

J. M. SEARS for Taunton and Pawtucket and Taunton and Buzard's Bay companies.

H. W. ELY for Western Massachusetts company.

Under chapter 202, Acts of 1903, as amended by chapter 441, Acts of 1904, the Legislature has established a policy of permitting street railway companies to carry freight, replacing with a general law the course of special legislation which in the past has conferred vague rights of this kind upon particular companies.

In furnishing additional facilities for the transportation of merchandise, supplies and farm produce, these railways can unquestionably confer a boon upon people in sections of the state where railroad accommodation is limited or not provided at all.

Several companies seeking to avail themselves of this statute have filed petitions asking unrestricted authority to carry freight of every kind coupled with the right to refuse to perform this service upon any occasion when in the judgment of the management it is deemed undesirable.

It is hardly conceivable that the Legislature intended in this way to give companies all the privileges of common carriers with the power to throw off the attendant burdens whenever so disposed, or to give them such abundant opportunity for the practice of discrimination.

The statute provides that the company may engage in the business of common carrier only "in such of the cases upon such of the parts of its railway and to such an extent" sanctioned by the local board "as the board of railroad commissioners shall certify that public necessity and convenience require." This plainly contemplates supervision over the character of the freight to be carried and the manner in which it is to be carried.

Passenger traffic upon the ordinary street railway is of paramount importance and freight business more or less incidental. The transportation of certain kinds of freight upon street cars through busy streets at any and all hours of the day would be a serious interference with other uses and enjoyment of public ways. Some articles ought never to be carried on these railways. In our opinion companies should be limited to the transportation of such goods in such manner as shall from time to time be described in schedules filed in this office.

In accordance with this view the Board will require each petitioner to file a reasonably definite general description of the kinds of freight which it desires to carry and of the manner in which it proposes to conduct the business.

By the Board,

JAMES F. JACKSON,

MAY 23, 1905. [5800, 5804, 5814]

Chairman.

Petition of the Taunton and Buzzards Bay Street Railway Company for authority to act as common carrier of baggage and freight.

J. M. SEARS for company.

The petitioner, acting under the provisions of chapter 202, Acts of 1903, as amended by chapter 441, Acts of 1904, applies for authority to carry baggage and freight not upon its own railway but upon the connecting railway of the Old Colony Street Railway Company.

There is nothing in the law which empowers us to grant such authority. The statute provides that the business which is authorized is to be conducted upon the railway of the petitioner. In cases where the Legislature has intended to convey the right to exercise privileges upon connecting railways, it has provided for it in express language. As the Board has no jurisdiction in the premises, the petition is dismissed.

By the Board,

JAMES F. JACKSON,

JULY 12, 1905. [5814-5863]

Chairman.

Petition of the Taunton and Pawtucket Street Railway Company for authority to engage in the business of common carrier of baggage and freight.

J. M. SEARS for company.

The Taunton and Pawtucket Street Railway Company, acting under chapter 202, Acts of 1903, as amended by chapter 441, Acts of 1904, presented petitions to the board of aldermen of Taunton and to the selectmen of Seekonk, Attleborough and Rehoboth, asking for authority to engage in the business of common carrier of baggage and freight.

The selectmen of Attleborough granted the petition upon certain conditions, and, among others, upon the condition that the company should maintain within the town a "waiting room" for passengers. This requirement relates in no way to a freight service and makes the order one which is not contemplated under the statute and which is, therefore, not a proper basis for a grant of the authority which the petitioner asks us to give.

In common with the other local boards, the selectmen of Attleborough have granted the company unlimited power to carry baggage and freight and at the same time have agreed that it may refuse to render this service whenever its performance is deemed an inconvenient burden. For reasons stated in a recent decision, we cannot sanction such a policy but must require the company to fulfil all the obligations reasonably attaching to the business which it undertakes.

In compliance with the ruling of the Board the company has now filed a schedule describing the business which it seeks authority to carry on and a statement showing the manner in which it is to be conducted.

In its amended petition the company also asks that the authority be limited to a period of six months. This plan meets the suggestion of the Board that the service be experimental in the first instance.

Therefore, owing to the improper condition attached to the order of the selectmen in Attleborough, the Board must deny the petition as to that town but grants it under the limitations named as to the other parts of the railway.

We therefore hereby certify that public necessity and convenience require that the Taunton and Pawtucket Street Railway Company engage in the business of a common carrier of baggage and freight under the authority given by the board of aldermen of Taunton

and by the selectmen of Seekonk and Rehoboth, to the extent and in the manner named in this order and in the schedule and statement on file with the amended petition and for the experimental period of six months beginning with the first day of September next.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

JULY 13, 1905. [5800]

Commissioners.

*Petition of the Taunton and Pawtucket Street Railway Company
for authority to engage in the business of common carrier of
baggage and freight.*

The action of the selectmen of Attleborough in connection with the grant of authority to the petitioner to carry baggage and freight upon its railway within that town having been so changed as to remove the conditions to which the Board called attention in its order of July 13, 1905,

We hereby certify that public necessity and convenience require that the Taunton and Pawtucket Street Railway Company engage in the business of common carrier of baggage and freight under the authority given by the selectmen of Attleborough, for an experimental period of six months, to the extent and in the manner described in the schedule and statement on file in this office, subject to the ordinary obligations attaching to such business and to such regulation from time to time as the Board decides to be necessary in the public interest.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

OCTOBER 2, 1905. [5927]

Commissioners.

*Petition of the Taunton and Pawtucket Street Railway Company
for authority to carry coal over its railway in Attleborough.*

The selectmen of Attleborough have granted the request of the petitioner for authority to convey coal for its own use over its track in Attleborough from the town line of Seekonk to Briggs Corner and to the power house of the company.

Our statutes recognize the propriety of transporting commodities of this kind upon street railways with the consent of boards of aldermen or of selectmen, though neither this particular commodity nor the particular purpose to be served is named in the law.

Believing that the finding of the selectmen with reference to the public interests in this matter is a proper one we hereby approve it, giving to it such additional weight as our action in the premises may carry.

By the Board,

JAMES F. JACKSON,

SEPTEMBER 23, 1905. [5928]

Chairman.

*Petition of the Western Massachusetts Street Railway Company
for authority to act as common carrier of baggage and freight.*

H. W. ELY for company.

The construction of the Western Massachusetts railway has just been completed in the towns of Westfield, Russell and Huntington. The merit of this enterprise in bringing railway facilities to communities inadequately accommodated is to be recognized and every reasonable opportunity given to the company to render the fullest measure of public service.

Having determined to undertake the transportation of freight as well as passengers the company has applied for and received from the selectmen of Westfield, Russell and Huntington an unrestricted right to carry baggage and freight over its railway. It now asks the Board for the authority necessary to the exercise of such right.

We cannot agree that the company may, in the language of the orders of the selectmen, conduct this business "in such manner as it may determine." If it is to have the privileges of a common carrier it ought to assume the burdens and ought not to have the power to throw off such burdens when they become inconvenient.

The Board must insist that the right to carry on a freight business be further restricted by the condition that in so doing the company shall not impair the passenger service and shall remain subject to such regulation in the conduct of the business as the Board may from time to time deem necessary in the public interest.

The company has filed a schedule describing the character of the freight which it desires to carry. Though this schedule is a broad one the circumstances seem to call for it. It is to be so modified, however, as to exclude all explosives and all commodities for the transportation of which specific provision is made by statute law or local ordinance.

In accordance with these views,

We hereby certify that public necessity and convenience require that the Western Massachusetts Street Railway Company engage in the business of a common carrier of baggage and freight under the authority given by the selectmen of Westfield, Russell and Huntington, to the extent, in the manner and under the limitations defined in this order.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

SEPTEMBER 30, 1905. [5804]

Commissioners.

SUNDAY TRAINS AND BOATS.

Petition of the Boston and Maine Railroad for authority to operate Sunday trains.

After consideration, — it is

Ordered, That the Boston and Maine Railroad be hereby authorized to run on the Lord's day during the period ending July 1, 1906, the trains specified in the schedule dated September 23, 1905, on file with the petition, subject to the following conditions: —

1. No train shall be run as an excursion train.
2. The rates of fare on said trains shall in no case be less than those on regular week-day trains between the same stations.

All previous orders authorizing the running of trains on the Lord's day on the Boston and Maine railroad are hereby revoked, such revocation to take effect at the same time that the above named schedule is put in force.

Attest:

CHARLES E. MANN,

SEPTEMBER 26, 1905. [5722]

Clerk.

By similar orders, schedules of regular Sunday trains, deemed to be necessary for the public accommodation, have been authorized by the Board on the New York, New Haven and Hartford railroad, the Boston and Albany railroad and the Boston, Revere Beach and Lynn railroad.

Petition of the Eastern Steamship Company for authority to run steamboats on the Lord's day.

It appearing that the public necessity, convenience and welfare so require, — it is

Ordered, That authority be hereby given to the Eastern Steamship Company to run its steamboats within the waters of the Commonwealth on the Lord's day during the year ending June 30, 1906, in accordance with the schedule described in its petition, and in connection therewith to receive and deliver passengers, baggage and freight, upon the following conditions:

1. The fares and rates charged for transportation on said boats shall in no case be less than the regular week-day fares and rates.
2. No intoxicating liquors shall be sold or furnished on said boats or on any premises owned or controlled by the company at

which said boats land or touch; and no gaming or other unlawful sport shall be permitted thereon.

3. No person under the influence of liquor, or noisy, disorderly, profane or indecent in language or behavior, shall be allowed on said boats; and no offensive conduct of any kind shall be permitted thereon.

4. The authority hereby given may be revoked at any time, in the discretion of the Board, without previous notice to said company.

Attest: CHARLES E. MANN,
JULY 21, 1905. [5912] _____ Clerk.

Petition of the Providence, Fall River and Newport Steamboat Company for authority to run steamboats on the Lord's day.

It appearing after hearing at which no one appeared as remonstrant, upon due consideration, that the public necessity, convenience and welfare so require, — it is

Ordered, That authority be hereby given to the Providence, Fall River and Newport Steamboat Company to run its steamboats on the Lord's day, during the year 1905, within the waters of this Commonwealth, upon the route regularly followed in its week-day service.

1. The fares and rates charged for transportation on said boats shall in no case be less than the regular week-day fares and rates.

2. No intoxicating liquors shall be sold or furnished on said boats, or on any grounds or premises owned or controlled by said company at which said boats land or touch; and no gaming or other unlawful sport shall be permitted thereon.

3. No person under the influence of liquor, or noisy, disorderly, profane or indecent in language or behavior, shall be allowed on said boats; and no offensive conduct of any kind shall be permitted thereon.

4. The authority hereby given may be revoked at any time, in the discretion of the Board, without previous notice to said company.

Attest: CHARLES E. MANN,
JUNE 12, 1905. [5851] _____ Clerk.

Petition of the Christian Science Board of Directors for permission for a Sunday train from Boston to Concord, New Hampshire, and return.

After consideration, — it is

Ordered, That the Boston and Maine Railroad be hereby authorized to run a special train over its lines in Massachusetts from

Boston to Concord, New Hampshire, and return on Sunday, October 29, 1905, to enable members of the First Church of Christ, Scientist, and others to attend a lecture on Christian Science; *provided* that said train shall not be run as a public excursion train, and that the rates of fare shall not be less than those charged on regular week-day trains.

Attest:

CHARLES E. MANN,

OCTOBER 28, 1905.

[5722]

Clerk.

Petition of Portuguese Lodge, Branch No. 5, of New Bedford, for permission for a Sunday train from New Bedford to Lowell and return.

Ordered, That the New York, New Haven and Hartford Railroad Company be hereby authorized to run a special train from New Bedford to Lowell and return on Sunday, September 3, 1905, for the exclusive use of said organization; *provided, however,* that said train shall not be run as a public excursion train, and that the rates of fare shall not be less than those charged on regular week-day trains.

Attest:

ALLAN BROOKS,

AUGUST 14, 1905.

[5727]

Assistant Clerk.

Petition of the Swedish Campmeeting Committee of Worcester for permission for Sunday trains from Worcester to Sterling Junction and return.

Ordered, That the Boston and Maine Railroad be hereby authorized to run a special train from Worcester to Sterling Junction and return on Sunday, August 6, 1905, and Sunday, August 13, 1905, for the exclusive use of the Swedish Methodists of Worcester who desire to attend a campmeeting at Sterling Junction; *provided, however,* that said trains shall not be run as public excursion trains, and that the rates of fare shall not be less than those charged on regular week-day trains.

Attest:

CHARLES E. MANN,

JUNE 13, 1905.

[5722]

Clerk.

A number of other special Sunday trains have been authorized by the Board in the course of the year, for what were deemed to be good and exceptional reasons.

MISCELLANEOUS.

SPECIAL REPORT TO THE GENERAL COURT.

Order of the House of Representatives relative to the stocks and bonds of street railway corporations held by the New York, New Haven and Hartford Railroad Company; also relative to stock and stockholders of the Worcester and Southbridge, the Springfield and the Berkshire street railway companies.

BOARD OF RAILROAD COMMISSIONERS,
No. 20 BEACON STREET, BOSTON.

To the Honorable the House of Representatives.

Upon receipt of a copy of the order of the House of Representatives, calling for certain information from the New York, New Haven and Hartford Railroad Company and from certain street railway companies, the following correspondence took place between this Board and the New York, New Haven and Hartford Railroad Company:—

BOARD OF RAILROAD COMMISSIONERS,
No. 20 BEACON STREET, BOSTON, May 9, 1905.

To Mr. C. S. Mellen, President, New York, New Haven and Hartford Railroad Company, New Haven, Conn.

DEAR SIR:—We transmit herewith a copy of an order of the House of Representatives of this Commonwealth. The information which is sought we would be glad to receive at as early a day as is consistent with the preparation of a full answer to the inquiries.

We have thought it best to send the copy of this order without study or comment, but may later submit other questions of our own in this connection.

Very truly yours,

JAMES F. JACKSON,
Chairman.

THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY,
PRESIDENT'S OFFICE, NEW HAVEN, CONN., May 11, 1905.

Hon. JAMES F. JACKSON, *Chairman, Board of Railroad Commissioners, Commonwealth of Massachusetts, 20 Beacon Street, Boston, Mass.*

DEAR SIR:—Your favor of the 9th is at hand, with enclosure referred to, and directions have been given to prepare immediately statement covering the information desired.

I assume a similar communication has been sent the president of the Worcester and Southbridge and the Springfield street railway companies, and also assume that, in so far as the said resolution refers to the Consolidated Railway Company, the Commissioner of Corporations will serve formal notice of what is required in that connection; and therefore it is not your intention I shall submit to your Board the information the Commissioner of Corporations is instructed to secure.

I beg to state that all the information in my power will be spread before the commission at the earliest date it can be transcribed from our books, and I think there will be no difficulty in my having the same in your possession by the first of next week.

It will give me pleasure to supplement such information by anything further that may occur to you as pertinent to the resolutions; and I solicit an opportunity to place before you in the fullest detail all of the information desired, whether relating to corporations chartered by the Commonwealth of Massachusetts and subject to its jurisdiction or otherwise.

Yours very truly,
C. S. MELLEN,
President.

Similar letters passed between the Board and the street railway companies.

On the sixteenth day of this month answers to the questions asked were received from the Berkshire and the Springfield street railway companies. To-day the answer of the Worcester and Southbridge Street Railway Company was received.

In view of the request that this information be furnished, if possible, during the present session of the Legislature, the Board submits the information as received, without comment, and without awaiting the result of any further inquiry which it may be called upon to make in connection with the possible submission of facts to the Attorney-General of the Commonwealth.

Any additional information acquired in the course of further investigation will be submitted to the Legislature at the later date named in the order, as a part of the next annual report of the Board.

Very respectfully,

JAMES F. JACKSON,
Chairman.

MAY 18, 1905. [5844]

[Copies of the statements filed with the above report may be found in the House Documents for 1905, No. 1277.]

APPOINTMENT OF RAILROAD INSPECTOR.

Ordered, That Grafton Upton, of Everett, be hereby appointed a railroad inspector under the provisions of chapter 111, Revised Laws, for the term of three years, beginning with the first day of October, 1905.

Attest: CHARLES E. MANN,

SEPTEMBER 7, 1905. [5944]

Clerk.

EXEMPTION FROM STEAM HEATING.

Petition of the Central New England Railway Company for exemption from the law as to steam heating.

Ordered, That the Central New England Railway Company be until the first day of October, 1905, hereby exempted from the law requiring passenger cars to be heated by steam from the locomotive in respect to a combination baggage and passenger car running on a mixed train which leaves Springfield at 7.22 A.M. for Tariffville, Connecticut, said car to be heated by either the Baker or the Johnson heater heretofore approved by the Board.

Attest: CHARLES E. MANN,

FEBRUARY 16, 1905. [5754]

Clerk.

Petition of the Central New England Railway Company for exemption from the law as to steam heating.

Ordered, That the Central New England Railway Company be until the first day of October, 1906, hereby exempted from the law requiring passenger cars to be heated by steam from the locomotive in respect to passenger and baggage cars on mixed trains which leave Springfield at about 7.48 A.M. and 3.45 P.M., and on the mixed train which reaches Springfield at about 11.59 A.M., said cars to be heated by either the Baker or the Johnson heater heretofore approved by the Board.

Attest: CHARLES E. MANN,

OCTOBER 2, 1905. [5959]

Clerk.

Petition of the New York Central and Hudson River Railroad Company, lessee of the Boston and Albany railroad, for exemption from the law as to steam heating.

Ordered, That the New York Central and Hudson River Railroad Company, lessee, be until the first day of October, 1907, hereby exempted from the law requiring passenger cars to be heated by steam from the locomotive upon the Webster and Athol branches of the Boston and Albany railroad, in respect to passenger cars on mixed trains in which freight cars are placed between the locomotive and passenger cars, said passenger cars to be heated by the Baker or the Johnson heater heretofore approved by the Board.

Attest: CHARLES E. MANN,

SEPTEMBER 13, 1905.

[5942]

Clerk.

Petition of the New York, New Haven and Hartford Railroad Company for exemption from the law as to steam heating.

Ordered, That the New York, New Haven and Hartford Railroad Company be, until the first day of October, 1906, hereby exempted from the law requiring passenger cars to be heated by steam from the locomotive in respect to passenger cars on mixed trains in which freight cars are placed between the locomotive and passenger cars, upon the Air Line-Northampton, Berkshire and Plymouth Divisions of its road, said passenger cars to be heated by the Baker or the Johnson heater heretofore approved by the Board.

Attest: ALLAN BROOKS,

AUGUST 15, 1905.

[5916]

Assistant Clerk.

Petition of the New York, New Haven and Hartford Railroad Company for exemption from the law as to steam heating.

Ordered, That the New York, New Haven and Hartford Railroad Company be, until the first day of October, 1905, hereby exempted from the law requiring passenger cars to be heated by steam from the locomotive, in respect to passenger cars on mixed trains in which freight cars are placed between the locomotive and passenger cars, upon the Southbridge branch, between Southbridge and East Thompson, said passenger cars to be heated by the Baker or the Johnson heater heretofore approved by the Board.

Attest: CHARLES E. MANN,

JANUARY 12, 1905.

[5715]

Clerk.

LEASE OF PLEASURE RESORT.

Petition of the Bristol and Norfolk Street Railway Company for approval of acquisition of leasehold interest in certain real estate in Stoughton and Canton for use as a pleasure resort.

It appearing, after due notice and hearing, that the maintenance of such pleasure resort as is contemplated is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the lease by the said Bristol and Norfolk Street Railway Company of a certain tract of land, known as Glen Echo Park, with all buildings and improvements thereon, situated in the towns of Stoughton and Canton and described in the copy of the lease filed with the papers in this office; the real estate so acquired to be held and used only for purposes of recreation and as a pleasure resort.

Attest: CHARLES E. MANN,

MAY 19, 1905. [5829]

Clerk.

SMOKING ON STREET RAILWAY CARS.

Petition of the Holyoke Street Railway Company for approval of regulation.

Acting under authority of section 42, chapter 112, Revised Laws, the Board, on November 10, 1905, gave its approval to a regulation established by the directors of the Holyoke Street Railway Company, prohibiting smoking on all cars owned or operated by the company, excepting on the three rear benches of open cars.

NOVEMBER 10, 1905. [5991]

NEW STREET RAILWAY COMPANIES.

Communications from the Secretary of the Commonwealth as to charters granted purchasers of certain roads.

CHARLES E. MANN, Esq., Clerk, Board of Railroad Commissioners, 20 Beacon Street, Boston, Mass.

DEAR SIR:—I beg to inform you that since my last communication of December 22, 1904, under the provisions of section 13 of chapter 112 of the Revised Laws a charter was issued from this office to the Lowell and Woburn Street Railway Company, representing the purchasers of the Lowell and Boston Street Railway Company.

Very truly yours,

ISAAC H. EDGETT,

BOSTON, September 7, 1905. [5943]

Deputy and Acting Secretary

CHARLES E. MANN, Esq., *Clerk, Board of Railroad Commissioners, 20 Beacon Street, Boston, Mass.*

DEAR SIR:— I beg to inform you that the agreement of association for the formation of the Ware and Brookfield Street Railway Company, purchasers of the Hampshire and Worcester Street Railway Company, was filed in this office to-day, and pursuant to the provisions of section 13, chapter 112, Revised Laws, a certificate of incorporation has been issued from this office to said company.

Very truly yours,

WM. M. OLIN,

BOSTON, October 23, 1905. [5943]

Secretary.

Change of name of corporation.

CHARLES E. MANN, Esq., *Clerk Board of Railroad Commissioners, Boston, Mass.*

DEAR SIR:— I beg to inform you that the name of the Northampton and Amherst Street Railway Company was changed to Connecticut Valley Street Railway Company by certificate issued from this office June 3, 1905, pursuant to the provisions of section 10, chapter 109, Revised Laws.

Very truly yours,

WM. M. OLIN,

BOSTON, September 22, 1905. [5943]

Secretary.

RAILROAD RELIEF ASSOCIATION — BY-LAWS.

Petition of the Boston, Revere Beach and Lynn Railroad Relief Association for approval of amendments to by-laws.

After due notice and hearing, and full consideration, it is

Ordered, That the amendments to the by-laws of the Boston, Revere Beach and Lynn Railroad Relief Association, made at the annual meetings on January 11, 1904, and January 9, 1905, copies of which amendments are on file in this office, be hereby approved.

Attest:

CHARLES E. MANN,

FEBRUARY 23, 1905.

[5749]

Clerk.

STREET RAILWAYS EARNING FIVE PER CENT DIVIDENDS.

Communication.

To the Honorable Board of Commissioners of Savings Banks of the Commonwealth of Massachusetts, Hon. WARREN E. LOCKE, Chairman.

GENTLEMEN:— Pursuant to the provisions of chapter 483, Acts of 1902, we transmit the following list of street railway companies incorporated in this Commonwealth which appear from the returns made

by them to have annually earned and properly paid, without impairment of assets or capital stock, dividends of not less than five per cent (5 %) upon their capital stock for the past five years:—

Athol & Orange,
Dartmouth & Westport,
East Middlesex,
Fitchburg & Leominster,
Holyoke,

Hoosac Valley,
Pittsfield Electric,
Springfield,
Union,
West End.

Yours very truly,

JAMES F. JACKSON,

JANUARY 12, 1905. [5724]

Chairman.

RECORDS OF LAND TAKINGS.

Rules prescribed by the Board of Railroad Commissioners, under sections 92 to 97, chapter 111, Revised Laws, in regard to Records of land purchased or acquired for railroad purposes, or of Railroad Locations, and the Manner of keeping the Same.

Rule 1.—Location maps shall be made upon a scale showing not more than four hundred feet to the inch, upon cloth-backed paper, and shall be firmly bound for record in books eighteen (18) inches from top to bottom, and thirty (30) inches from back to front.

Rule 2.—Said maps shall show the courses of the tangents and the radii of the curves of the centre line of the railroad in question; the widths of land taken, specifying such width on each side of the centre line; also the courses of the division lines between the lots over which the location is made, and the distance between them on the centre line. When the land purchased or taken is entirely on one side of the centre line of location or outside the location, the description shall be so made as to tie the boundary lines of the lot to the centre line by lines, the courses and distances of which from a fixed point or points on said centre line shall be given. Where but one track is laid, the position of such track with reference to the centre line shall also be shown, in order that the boundaries of land may hereafter be determined by measurements from the track as laid, if the same shall not have been changed. Where two tracks are laid it shall be specified whether the centre line is the centre line of one of them or is midway between them.

Note.—The courses called for above may be either *magnetic* or *true*, but the maps and descriptions must specify which are given.

Rule 3.—The description in writing must in all cases correspond with the map, and the two taken together must have the substantial certainty and precision of a deed. (2 Gray, 580.)

Rule 4. — The location shall be certified by the directors of the corporation, or by the president, if authorized by a vote of said directors.

Rule 5. — The location, when deposited with the clerk of the county commissioners, shall be kept for preservation and convenient reference in the office of said clerk, in a cabinet used exclusively for that purpose, and furnished with shelves sufficient to allow at least one separate shelf for the maps of each corporation owning a railroad within the county.

Rule 6. — A book shall be kept in the office of each clerk, in which shall be recorded the name of every location, the time when it was filed, and the shelf where it is deposited.

Rule 7. — No location after it has once been filed shall be taken from the office of the clerk for any purpose except upon the order of a court or other proper authority.

By order of the Board,

CHARLES E. MANN,

FEBRUARY 1, 1905. [5785]

Clerk.

TRANSPORTATION OF EXPLOSIVES.

Petition of the Boston and Maine Railroad for approval of regulations relative to transportation of explosives.

After careful investigation of the various suggestions of expert authorities, — it is

Ordered, That the regulations for the transportation of explosives adopted by the American Railway Association under date of October 25, 1905, be made the rules of the Board in acting under the provisions of section 99, chapter 102, Revised Laws, and that these rules as hereinafter set forth be published in accordance with the statute above named in the Boston Daily Advertiser, the Worcester Telegram and the Springfield Republican.

REGULATIONS FOR THE TRANSPORTATION OF EXPLOSIVES.

Shipments made by the United States Government may be accepted upon the certificate of an army or navy officer or duly authorized non-commissioned or warrant officer, that the shipments are made in accordance with United States Government regulations, including limitations of weight, for which the form of certificate entitled "United States Government Certificate of Explosives Of-

ferred for Transportation," is to be used and kept on file.¹ All the following regulations must be observed for Government shipments except as to packing and weights provided for other shipments.

Other explosives, except such as are forbidden, may be received for transportation, provided the following regulations are complied with:

Classification

1. Explosives are divided into the following groups:

- I. Forbidden Explosives.
- II. Common Black Powder.
- III. High Explosives.
- IV. Smokeless Powders.
- V. Fulminates.
- VI. Ammunition.
- VII. Fireworks.

Group I. — Forbidden Explosives.

2. Liquid Nitro-Glycerine, Dry Gun Cotton (except as made up in ammunition), high explosives containing over sixty per cent of nitro-glycerine (except gelatine dynamite), and Fulminates in bulk in a dry condition, must not be accepted for transportation.

Group II. — Common Black Powder.

3. Common Black Powder embraces all explosives having the constituents of ordinary gun powder or similar in composition. This group includes rifle, sporting, blasting, cannon and the prismatic powders.

Packing — Packages containing less than twenty (20) pounds of rifle, sporting, blasting, or cannon powders must be enclosed in a wooden box so that the filling holes of the packages will be up.

Prismatic powders must be packed in tight tin boxes, which must be enclosed in a wooden box.

¹ This certificate is in the following form:

R _____

UNITED STATES GOVERNMENT CERTIFICATE OF EXPLOSIVES FOR TRANSPORTATION.
For transportation to _____ 190

I CERTIFY that the explosives in this shipment offered subject to the conditions of the Bill of Lading, of which this certificate is a part, are manufactured and packed in accordance with United States Government Regulations.

This certificate, after it has been signed, must be delivered to the station agent, who will keep it on file.

Twenty (20) pounds or over of Common Black Powder should be packed in a wooden keg or cask. Iron or steel kegs or casks may be received. These iron or steel kegs or casks must be so made and the filling hole so secured that, when filled with sand and dropped in any manner a distance of four feet on a rail, they will not rupture, nor will any of the sand escape.

Weight — Packages containing over 115 pounds net must not be received.

Marking — Each box, cask or keg must be plainly marked "*Common black powder.*"

Group III. — High Explosives.

4. High Explosives are all explosives more powerful than ordinary black powder, except smokeless powders and fulminates. They are known under various trade names, such as Acme, Ætna, Atlas, Climax, Commercial, Dittmar, Dynamite, Forcite, Fumeless, Giant, Hecla, Hercules, Joveite, Big Chief, Judson, Masurite, Samson, Rend Rock, Rack-a-Rock, etc.

5. *No high explosive containing over 60 per cent of nitro glycerine is to be received, except gelatine dynamite.* Explosives like Rack-a-Rock, one constituent of which is liquid, may be accepted if the liquid is not explosive and is not packed in the same boxes with the other constituent.

High explosives consisting of a liquid combined or mixed with an absorbent material must have the absorbent material properly dried before mixing and the ingredients uniformly mixed so that the liquid constituent is thoroughly absorbed. Explosives containing nitro-glycerine must have a satisfactory kind of antacid in the absorbent material equal to one per cent, or over, of the weight of the latter.

Packing — High explosives must be made into cartridges and not packed in bags or sacks. Bags or sacks of Judson powder containing not over 12½ pounds each, may be considered cartridges. The covering of the cartridges, consisting of paper or other material, must be so treated that it will not absorb the liquid constituent of the explosive. Boxes should be painted on the inside or lined with paraffine paper, or otherwise treated so that the liquid constituent of the explosive will not be absorbed by the wood.

The cartridges must be so arranged in the boxes that when they are transported all cartridges will lie on their sides and never on their ends.

The boxes must be strong and made of lumber not less than one-half inch in thickness, and with ends one inch in thickness, and not too large to be readily handled by one person.

Weight — Packages containing over fifty (50) pounds net must not be accepted.

Marking — The boxes must be plainly marked on top and on one side or end "*High explosive — dangerous.*"

The position in which the cartridges lie in the boxes must also be indicated thereon.

Group IV. — Smokeless Powders.

6. Smokeless powders are those explosives from which there is little or no smoke when fired. This group consists of (a) smokeless powder for army and navy use; (b) smokeless powders, known also as wood powders, for rifle or shot-gun use in which gun-cotton or nitro-cellulose is the principal ingredient; (c) the picrate powders, such as Velox and Gold Dust; and (d) wet gun-cotton for torpedoes and army use.

7. (a) Smokeless powder for army and navy use.

Packing — Smokeless powders must be packed in tight wooden boxes free from knot holes or cracks.

Weight — Packages must not weigh over 115 pounds net.

Marking — Each package must be plainly marked on top "*Smokeless powder — keep fire away.*"

8. (b and c) Smokeless powder for rifle or shot-gun use.

Packing — Packages containing less than ten (10) pounds must be enclosed in a wooden box so that the filling holes of the packages will be up.

Ten (10) pounds or over should be packed in a wooden keg or cask. Iron or steel kegs or casks may be received. All kegs unless boxed must measure not less than 9 inches in diameter and 10½ inches in length or have equivalent contents. These iron or steel kegs or casks must be so made and the filling hole so secured that when filled with sand and dropped in any manner a distance of four feet on a rail, they will not rupture nor any of the sand escape.

Weight — Packages containing over 115 pounds net must not be received.

Marking — Each box, cask or keg must be plainly marked on top "*Smokeless powder — keep fire away.*"

9. (d) Wet gun-cotton.

Packing — Wet gun-cotton must be packed in tight wooden boxes free from knot holes or cracks. These boxes must be so

well constructed or the gun-cotton so enclosed in paraffine paper or other impervious material, that it will not dry out during transit so as to contain less than fifteen (15) per cent of water upon its arrival at destination.

No gun-cotton is to be received for shipment unless it contains twenty (20) per cent of water.

Weight — Packages weighing over 220 pounds gross must not be received.

Marking — Gun-cotton must be plainly marked on top “*Gun-cotton — wet.*”

Group V. — Fulminates.

10. This includes Fulminate of Mercury or other fulminates in bulk form — that is, not made up into percussion caps, detonators, blasting caps or exploders.

Packing — Fulminate of mercury in bulk must contain when packed not less than twenty-five (25) per cent of water and must in this wet condition be placed in a twelve-ounce duck bag and securely tied. This duck bag must be placed in a rubber bag, which rubber bag must be filled with water and securely tied. The rubber bag and contents must then be placed in a tight cask, the empty spaces around the bag filled with sawdust, the cask closed and filled with water and then sealed.

Marking — Each cask must be plainly marked “*Fulminate — handle carefully.*”

Group VI. — Ammunition.

11. Ammunition consists of three classes, small-arms ammunition and great-gun ammunition, both in the form of cartridges; and detonators, blasting caps, percussion caps, fulminators, exploders, etc.

12. Small-arms ammunition consists usually of a paper or metallic shell, which contains the primer, explosive and projectile, the materials necessary for one firing being all in one piece, to be used in sporting or fowling pieces or in rifle, pistol practice, etc.

Packing — Small-arms ammunition to be used in sporting or fowling pieces or in rifle and pistol practice, etc., must be packed in pasteboard or other boxes, and these pasteboard or other boxes must be packed in strong wooden boxes.

Marking — Each package or case must be plainly marked “*Ammunition — handle carefully.*”

13. Great-gun ammunition embraces all fixed ammunition in which the projectile weighs over a pound, and is usually transported only for government use.

Packing — This form of ammunition must be packed and properly cushioned in strong wooden boxes, small and light enough to be readily carried by not more than two men.

Marking — Each package or case must be plainly marked "*Great-gun ammunition — handle carefully.*"

14. Ammunition in other form than cartridges, such as detonators, blasting caps, etc., must be packed in strong, tight wooden boxes, and must not be placed near other explosives.

Marking — Each package must be plainly marked with the name of the article enclosed and the words "*Handle carefully,*" as, for instance, "*Detonators — handle carefully,*" "*Percussion caps — handle carefully,*" etc.

Group VII — Fireworks.

15. Fireworks embrace everything that may be used to produce pyrotechnic effects. This group includes serpents, rockets, bombs, shells, mines, batteries, wheels, roman candles, maroons, fountains, quick matches, fire-crackers, squibs for firework use, colored fires of all grades and every class of firework composition or exhibition pieces, and also torpedoes or track caps, fusees, fog signals, etc.

Packing — Fireworks must be securely packed in strong, tight wooden boxes in such manner that the ordinary shocks of transportation will not cause the articles to change position inside the box.

Marking — Each box or package must be plainly marked "*Fireworks — handle carefully — keep fire away.*"

Selection and Preparation of Cars.

16. For the transportation of common black powder, high explosives, smokeless powders, fulminates and great-gun ammunition *only box cars in good condition, of not less than 60,000 pounds capacity, must be used. Steel under-frame box cars are recommended.*

17. In all cases the cars must be as follows:

(a) Equipped with air-brakes and hand-brakes in condition for service.

(b) Must have no loose boards, or cracks in the roof, sides or ends.

(c) The doors must shut so closely that no sparks can get in at the joints, and if necessary must be stripped.

(d) The journal boxes and trucks must be carefully examined and put in such condition as to reduce to a minimum the possibility of hot boxes or other failure necessitating the setting off of the car before reaching destination. The car must be carefully swept out before it is loaded.

(e) Holes in the floor or lining must be repaired and special care taken to have no projecting nails or bolts or pieces of metal which may work loose and produce holes in packages of explosives during transit.

(f) Short pieces of hard wood, two-inch plank, must be spiked to the floor over the king bolts, or draft bolts, to prevent possibility of their wearing through the floor and into the packages of explosives.

(g) An agent or inspector must examine cars and sign "Certificate of Inspection of Car Containing Explosives"¹ upon the prescribed form before permitting the cars to be loaded or dispatched. The certificate must also be signed by the shipper.

18. Small-arms ammunition, detonators, etc., and fireworks must be loaded in a box car in good condition, so tight as to prevent the entrance of sparks into the car. Cars containing small-arms ammunition, detonators, etc., and fireworks do not require the "Certificate of Inspection of Car Containing Explosives," but cars containing fireworks should be carded "Inflammable — Keep Lights and Fires Away." The shipper of these articles must execute and deliver to the station agent the "Manufacturer's Certificate" or the "Shipper's Certificate" upon the prescribed form.² The station agent must make the proper note upon the billing to show that he has the certificate on file.

¹ This certificate is in the following form:

_____ R _____

CERTIFICATE OF INSPECTION OF CAR CONTAINING EXPLOSIVES.

_____ Station _____ 190

We hereby certify that we have this day personally examined _____ car No. _____ and that the roof and sides have no loose boards, holes, or cracks; that the doors close so tightly, or have been stripped so that sparks cannot get in at the joints; that the king bolt or draft bolts are properly protected, and that there are no irons or nails projecting from the floor or sides of the car which might injure packages of explosives; also, that the floor has this day been cleanly swept before the car was loaded, and that we have examined all the axle boxes, and that they are properly packed and oiled, and that the explosives in this car have been loaded according to sections 24, 25 and 26 of the Regulations for the Transportation of Explosives (General Notice No. _____).

Agent or Inspector.

Shipper.

² The "United States Government Certificate of Explosives Offered for Transportation" must be used for shipments made by the Government.

Placarding of Cars and Certification of Contents.

19. The prescribed forms of cards and certificates must be used.

20. Every car containing Common Black Powder, High Explosives, Smokeless Powders, Fulminates or Great-gun Ammunition, *in any quantity*, must be plainly carded on both sides and both ends, "*Explosives — handle carefully — keep fire away.*"

21. *Manufacturers* shipping common black powder, high explosives, smokeless powders, fulminates and great-gun ammunition, and *shippers* of great-gun ammunition in carloads or less than carloads, will be required to properly fill out and sign the "Manufacturer's Certificate of Contents and of the Method of Packing and Marking Packages of Explosives"¹ for each shipment on the prescribed form which, when signed in writing, must be delivered to the station agent.² All other shippers shipping common black powder, high explosives, smokeless powders, fulminates and great-gun ammunition, must sign in writing the "Shipper's Certificate of Explosives Offered for Transportation"³ on the prescribed form,

¹ The form of this certificate is as follows :

R _____

MANUFACTURER'S CERTIFICATE OF CONTENTS AND OF THE METHOD OF PACKING AND MARKING PACKAGES OF EXPLOSIVES.

Delivered at _____ Station, for transportation
to _____ on _____ 190

I CERTIFY that the explosives in each of the packages of _____ in this shipment, which are offered subject to the conditions of the Bill of Lading of which this certificate forms a part, are properly made, packed, and marked as required by the Regulations for the Transportation of Explosives (General Notice No. _____), copy of which I have carefully read, and that none of the packages contains any other explosive than is designated by the marking.

I ALSO CERTIFY (if the shipment consists of Common Black Powder or Smokeless Powder in iron or steel kegs), that the iron or steel kegs used will stand the required tests and that the filling hole of every package is securely closed; and (if the shipment consists of Small-Arms Ammunition), that no single cartridge contains a projectile weighing as much as one pound.

Manufacturer.

This Certificate, after it has been signed, must be delivered to the Station Agent, who will keep it on file.

² The United States Government when shipping common black powder, high explosives, smokeless powders, fulminates and great-gun ammunition, must be required to properly fill out and sign the "United States Government Certificate of Explosives Offered for Transportation," for each shipment on the prescribed form, which when signed in writing must be delivered to the Station Agent.

³ The form of this certificate is as follows :

R _____

SHIPPER'S CERTIFICATE OF EXPLOSIVES OFFERED FOR TRANSPORTATION.

Delivered at _____ Station, for transportation
to _____ on _____ 190

I CERTIFY that none of the packages of * _____ in this shipment, which is offered subject to the conditions of the Bill of Lading of which this certificate forms a part, has been opened or changed by me since its manufacture, and that these explosives are in the original packages as manufactured.

Shipper.

This certificate, after it has been signed, must be delivered to the Station Agent, who will keep it on file.

* In this space the name of the explosive should be given, as follows: Common Black Powder, High Explosives, Smokeless Powder, Fulminate, Small-Arms Ammunition, Great-Gun Ammunition or Fire-works.

covering the words "These explosives are in the original packages as manufactured," which form must be delivered to the station agent.

The agent on receipt of the Manufacturer's or the Shipper's Certificate¹ must endorse the back of the card way-bill and revenue way-bill to show that this certificate has been duly executed and filed; thus:—

Certificate covering this property duly
executed and filed at this
(.....)
Station.

.....19....

The "Manufacturer's Certificate" or the "Shipper's Certificate"² will be filed by the station agent at the station at which the shipment originated.

Shipments from Connecting Lines.

22. Agents at junction points may receive and forward cars carded as prescribed in Rule 20 as containing explosives, from connecting lines known to have adopted these regulations, without the "Manufacturer's Certificate" or "Shipper's Certificate"¹ and without the "Certificate of Inspection of Car Containing Explosives" being presented; but these certificates must be furnished to the receiving road when requested.

Agents when in doubt as to whether the lading is properly stowed or not will inspect the contents to ascertain the condition of the lading.

Handling of Explosives.

23. In handling packages of explosives at stations and in cars, the greatest care must be taken to prevent their falling or getting shocks in any way, and they must not be thrown or dropped, but must as far as practicable be passed from hand to hand, or carried by one or more persons, and must not be rolled on the platform or car floor, or handled on trucks, unless they are so heavy that this cannot be avoided. The agent must choose careful men to handle explosives, must see that the platform and feet of the men are as free as possible from grit, and must take all possible precautions

¹ The United States Government when shipping common black powder, high explosives, smokeless powders, fulminates and great-gun ammunition, must be required to properly fill out and sign the "United States Government Certificate of Explosives Offered for Transportation," for each shipment on the prescribed form, which when signed in writing must be delivered to the Station Agent.

² The "United States Government Certificate of Explosives Offered for Transportation" must be used for shipments made by the Government.

against fire. No unauthorized person must have access to the explosives at any time while they are on the property of the company. Should any packages of high explosives when offered for shipment show excessive dampness or be mouldy or show outward signs of any oily stain or other indication that absorption of the liquid part of the explosive in the absorbent material is not perfect, or that the amount of the liquid part is greater than the absorbent can carry, *the packages must be refused in every instance and must not be allowed to remain on the property of the company.*

Loading in Car.

24. Boxes of High Explosives must be so loaded in the car that the cartridges will be on their sides and never so that the cartridges will be on end.

All other boxed explosives must be loaded with the boxes top side up. Explosives packed in round kegs, except when boxed, must be loaded on their sides in rows across the car if there is more than one tier.

Larger casks, barrels or drums may be loaded on their sides or ends as will best suit the conditions. Whatever the kind or form of the packages, after they are loaded *they shall be so stayed that they cannot change position under the ordinary shocks of transportation.* Special care must be used so that they cannot fall to the floor or have anything fall on them during transit.

25. Black powder, high explosives, and smokeless powder of all kinds may be loaded together in the same car. Fulminate, ammunition, both small-arms and great-gun, and detonators, etc., and fireworks must never be loaded with each other, nor in the same car with common black powder, high explosives, or smokeless powder. All kinds of fireworks may be loaded together in the same car.

26. "Friction Matches" or other articles of like nature, acids, chemicals, gasoline, naphtha, benzine, etc., must not be loaded in the same car with common black powder, high explosives, smokeless powders, fulminates, great-gun ammunition or fireworks, or when unloaded be put near those explosives. Care must be taken that other freight in the car is so loaded and stayed that there is no danger of the packages of explosives being broken during transit.

Safety Fuse and Safety Squibs.

27. Safety fuse and safety squibs will be accepted for shipment at any time they are offered, and the restrictions in regard to shipping powder do not apply to them. These articles, provided they are properly boxed, may be loaded in the same car with other explosives.

Handling Cars containing Explosives.

28. The following rules must be observed by yard and train employees in the making up and movement of freight trains and the handling of cars carded as containing explosives.

(a) Cars carded as containing explosives must not be hauled in a train carrying passengers.

(b) The conductor must under no circumstances take a car containing explosives from a station, including transfer stations, or a siding unless it is properly carded as per Rule 20, and unless the car appears in first-class condition.

The conductor must in all cases notify the enginemen and trainmen that a car containing explosives is on the train and where it is in the train before leaving the initial station.

Conductors must frequently inspect such cars to see that the carding is intact. When any of these cards become detached or lost in transit, the conductor will give notice thereof on arrival at the next Division Terminal Yard, to the Yardmaster or other person in charge, who must attend at once to re-carding the cars as required.

(c) At points where trains stop, trainmen must examine cars carded as containing explosives and adjacent cars to see if they are in good condition and free from hot boxes or other defects liable to cause damage. If cars are set off short of destination from any cause, the conductor must notify the nearest agent, who must see that every precaution is taken to prevent accident. The conductor must also notify the Superintendent from the first telegraph office.

(d) A car carded as containing explosives must be placed as near center of train as possible, and when practicable, not closer than fifteen (15) cars from the engine or ten (10) cars from the caboose, unless length of train will not permit, and must have its air-brake and hand-brakes in service and be placed between cars with air-brakes in service. It must be placed between two box cars in good condition not loaded with oil or other inflammable material, lumber, iron, pipe or other articles liable to break through end of car from rough handling. Cars containing explosives must not be placed in a train within five cars of each other, and not more than three such cars placed in any one train.

(e) Handling in Yards — In handling cars carded as containing explosives in yards or placing on sidings, they must,

when practicable, be coupled to the engine protected by a car between, and the car not cut off while in motion. It must be known that the hand brakes are in good condition. Other cars must not be allowed to strike a car carded as containing explosives. They should be so placed in yards or on sidings that they will be subject to as little handling as possible and removed from all danger of fire.

29. *Agents at destination and transfer stations must see that the cards prescribed in Rule 20 are removed from car as soon as the explosives are unloaded.*

30. Agents must furnish all the shippers of explosives within their territory with copies of these regulations.

In Case of a Wreck.

31. Before beginning to clear a wreck in which a car containing explosives is involved, all unbroken packages should, if possible, be removed to a place of safety, and as much of the broken packages as possible gathered up and likewise removed. In clearing a wreck, care must be taken not to strike fire with tools, and in using the crane or locomotive to tear the wreckage in pieces, the possibility of producing sparks must be considered. With such explosives as "common black powder," "smokeless powder" and "fulminates" thorough wetting with water practically removes all danger of explosion by fire, spark or blow; but with the "high explosives" wetting does not make them safe from blows. With all explosives, mixing with wet earth renders them safer from either fire, spark or blow. In case "fulminate" has been scattered by a wreck, the ground involved, after the wreck has been cleared, must be saturated with oil.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

NOVEMBER 29, 1905. [5992]

Commissioners.

PROPOSED BRIDGE BETWEEN FALL RIVER AND SOMERSET.

*To the Honorable Senate and House of Representatives in General Court
Assembled.*

The Joint Board, composed of the members of the Railroad Commission and of the Harbor and Land Commission and the County Commissioners of Bristol County, appointed under chapter 462 of the Acts of the Legislature of the year 1903, to construct a new bridge over Taunton Great River between Fall River and Somerset, respectfully submits a report of its doings.

After public hearings, an expert examination of the shores, bed and character of the river, and a study of the needs of the communities to be affected, the Board determined that the new bridge should be an independent highway bridge, and that it should be located with easterly end at the foot of Brightman Street in Fall River and westerly end at the old ferry slip in Somerset.

A petition was addressed to the War Department at Washington, asking consent to the construction of the proposed bridge at the site named. Upon this petition a public hearing was held at Fall River on Oct. 18, 1904, by Lieut.-Col. Joseph H. Willard, Corps of Engineers. In his report to Brig.-Gen. Alexander MacKenzie, Chief of Engineers, U. S. A., Lieutenant-Colonel Willard approved the location and type of bridge selected, but called attention to conditions at Slades Ferry bridge, the railroad and highway bridge 1,200 feet south of the location chosen for the new bridge, and suggested that if further inquiry was to be made, it be through a board of engineer officers. In line with this suggestion, Col. Charles R. Suter, Lieut. Col. Charles F. Powell and Maj. William M. Black, who constituted that board, after a second public hearing at Fall River, on April 14, 1905, presented their report to Brigadier-General MacKenzie, in which they advised that the plans for a bridge located at the site selected be disapproved.

General MacKenzie soon after forwarded his report to the Secretary of War, in which he substantially endorsed the views of the last-named officers. A communication was immediately afterward

received by the Joint Board from the acting Secretary of War, notifying it that the War Department must withhold its consent to the construction of the new bridge at the point selected, and known as the Brightman street location.

Since this action by the War Department the Joint Board has caused an expert examination to be made of conditions existing at a place 1,000 feet north of Brightman street, where it had been intimated by one or more of the United States officers that a suitable site might be found. From this examination it became apparent that the cost of a bridge at that place would far exceed the amount which the Board is authorized to expend. Furthermore, such a location would be too far north to meet the convenience of the travelling public.

In the desire to give the most thorough study to the problem before them, and to be sure of the ground upon which their conclusions have been based, the members of the Joint Board have carefully reviewed every argument and reason which has been offered in favor of any other than the Brightman street location, and have unanimously reached the conclusion that any other location for an independent highway bridge is out of the question.

The first duty of the Board, under the statute creating it, was to determine whether the new bridge should be adapted to railroad as well as to highway uses. In its opinion, a bridge for joint highway and railroad uses is at this day justified only when extraordinary circumstances make it absolutely necessary for the public to submit to it. A partnership between the public and a railroad company is annoying to all who use a bridge; a source of constant embarrassment in the maintenance of the structure; and a barrier to changes and improvements which from time to time may be needed from the standpoint of the railroad or of the highway interests, as the case may be; as well as a needless danger to the traveller driving horses.

Slades Ferry bridge is to-day operated under restrictions which, if obeyed, make the structure safe; but it is perfectly apparent that the bridge is many years behind the requirements of the traffic which would pass over it were these restrictions removed, and the yet greater traffic which in the proper development of the railroad system will pass over it in the near future. The company admits that the bridge must soon be repaired, if not reconstructed. While the company might yield to a united demand on the part of the public for a present reconstruction, which would continue this bridge as a joint property, yet the people of Fall River, and of

the surrounding towns, are, in our opinion, entitled to a separate highway, free from the annoyances and dangers occasioned by the presence of railroad trains upon the same or an upper level. If, as urged by those who have been busy in remonstrating against this location, the position or character of the draw in Slades Ferry bridge in relation to the draw in the proposed bridge shall in the future interfere to any extent with the navigation of the river, the remedy should be found in the alteration of that draw. The right of the people to the full enjoyment of a new bridge of modern type, built at the place which will best serve the public convenience, — a right already declared by the Legislature, — ought not to be defeated by the fact that there is an ill-arranged draw in an existing railroad bridge of antiquated type, that is rapidly approaching a day when it must be reconstructed.

The Joint Board has asked the War Department to give further consideration to this question, and to afford an opportunity for the presentation of additional data and reasons for granting its consent to the building of the new bridge upon the Brightman street site. It may be that, in connection with the final settlement of the question at issue, additional legislation will be desirable to provide for changes in the new bridge whenever the public interests may hereafter require them in connection with future uses of the river.

For the Joint Board,

JAMES F. JACKSON,

JANUARY 17, 1906.

Chairman.

EXPENSES OF OFFICE.

| | |
|--|-------------|
| Advertising, | \$29 18 |
| Carpenter work, | 61 80 |
| Carpets, etc., | 96 19 |
| Electric lighting, etc., | 150 30 |
| Expert services, | 5,362 54 |
| Expressage, | 124 54 |
| Furniture and repairs, | 32 00 |
| Janitor, | 1,000 00 |
| Newspapers, publications, etc., | 106 85 |
| Postage, | 562 00 |
| Printing annual report, | 4,981 80 |
| Printing and binding, | 1,435 80 |
| Railroad inspectors' expenses, | 848 36 |
| Rent of office, | 4,790 52 |
| Stationery and office supplies, | 565 80 |
| Stenographers and extra clerical services, | 2,074 80 |
| Sundries, | 536 45 |
| Telephone and telegrams, | 353 01 |
| Travelling expenses, | 576 21 |
| Total office expenses, ¹ | \$23,688 15 |

¹ Exclusive of salaries fixed by statute.

TABULATED STATEMENTS

COMPILED FROM THE

Returns of Railroad Corporations

FOR THE

YEAR ENDING JUNE 30, 1905.

DESCRIPTION OF RAILROADS OWNED AND OPERATED.

| RAILROADS AND BRANCHES. (LEASED ROADS IN ROMAN.) (BRANCHES IN ITALICS.) | 1. — TERMINI. | | 2. — LENGTH OF LINE. | | 3. — SECOND TRACK. | | 4. — SIDE TRACK. | | 5. — Total Length computed as Single Track. |
|--|-------------------------------|-------------------------|----------------------|-------------------|----------------------|----------------------|------------------|-------------------|---|
| | From | To | Total. | In Massachusetts. | Total. | In Massachusetts. | Total. | In Massachusetts. | |
| ATTLEBOROUGH BRANCH, ¹ BERKSHIRE. (See <i>New York, New Haven & Hartford</i> .) BOSTON & ALBANY (operated by the <i>New York Central & Hudson River, Lessee</i>), <i>Athol</i> , <i>Grand Junction</i> , <i>Hudson</i> , <i>Milford</i> , <i>Milbury</i> , <i>Newton Highlands</i> , <i>Newton Lower Falls</i> , <i>Saxonville</i> , <i>Spencer</i> , Chester & Boaket, North Brookfield, Pittsfield & North Adams, Prov., Webster & Springfield, Ware River, . . . (See <i>Boston & Lowell</i> .) BOSTON & LOWELL. (See <i>Boston & Maine</i> .) | Attleborough, . . | No. Attleborough, | 3,720 | 3,720 | — | — | 1,420 | 1,420 | 5,140 |
| | Boston, . . | Albany, N. Y., . | 199,910 | 161,350 | 223,550 ² | 194,990 ² | 223,070 | 190,280 | 656,530 |
| | Springfield, . . | Athol, . . | 45,260 | 45,260 | — | — | 10,440 | 10,440 | 55,700 |
| | Cottage Farm, . . | East Boston, . . | 9,450 | 9,450 | 5,110 | 5,110 | 23,520 | 23,520 | 38,080 |
| | Chatham, N. Y., . | Hudson, N. Y., . | 17,330 | — | 1,000 | — | 6,820 | — | 25,150 |
| | So. Framingham, . | Milford, . . | 12,000 | 12,000 | — | — | 6,380 | 6,380 | 18,380 |
| | Millbury Jct., . . | Millbury Village, . | 3,280 | 3,280 | — | — | 990 | 990 | 4,270 |
| | Beacon St., Boston, | Riverside Jct., . | 9,890 | 9,890 | 9,890 | 9,890 | 6,840 | 6,840 | 26,620 |
| | Riverside Jct., . | Newton L. Falls, . | 1,090 | 1,090 | — | — | 900 ⁴ | 900 | 1,990 |
| | Natick, . . | Saxonville, . . | 3,700 | 3,700 | — | — | 2,380 | 2,380 | 6,080 |
| | Spencer, . . | South Spencer, . | 2,180 | 2,180 | — | — | 1,170 | 1,170 | 3,350 |
| | Chester, . . | Chester Quarries, . | 5,270 | 5,270 | — | — | 2,190 | 2,190 | 7,460 |
| | East Brookfield, . | North Brookfield, . | 4,000 | 4,000 | — | — | 1,310 | 1,310 | 5,310 |
| | Pittsfield, . . | North Adams, . | 18,550 | 18,550 | — | — | 8,180 | 8,180 | 26,730 |
| | Prov., Webster & Springfield, | Webster, . . | 11,230 | 11,230 | — | — | 3,230 | 3,230 | 14,460 |
| | Palmer, . . | Winchendon, . . | 49,350 | 49,350 | — | — | 7,320 | 7,320 | 56,670 |
| | Boston, . . | Portland, Me., . | 115,310 | 36,560 | 82,740 ³ | 38,090 ³ | 115,690 | 73,860 | 313,740 |
| | Boston, . . | Portland, Me., . | 108,290 | 41,450 | 58,110 ⁴ | 42,180 ⁴ | 88,380 | 57,820 | 254,780 |
| | Conway Jct., Me., . | Intervale Jct., N.H., . | 73,370 | — | — | — | 19,810 | — | 93,180 |
| | Rochester, N. H., . | Portland, Me., . | 53,860 | — | — | — | 24,040 | — | 77,900 |
| | No. Cambridge, . . | Northampton, . . | 95,690 | — | — | — | 25,140 | — | 120,830 |
| | East Somerville, . . | Charlestown, . . | 1,090 | 1,090 | 1,090 | 1,090 | — | — | 2,180 |
| | Revere Jct., . . | Saugus River Jct., . | 3,340 | 3,340 | 2,490 | 2,490 | .220 | .220 | 6,050 |

¹ Operated by electricity.

² Including 16.830 miles of third track and 16.810 miles of fourth track.

³ Including 1.530 miles of third track.

⁴ Including .730 mile of third track.

Description of Railroads Owned and Operated — Continued.

| RAILROADS AND BRANCHES. (LEASED ROADS IN ROMAN.) (BRANCHES IN ITALICS.) | 1. — TERMINI. | | 2. — LENGTH OF LINE. | | 3. — SECOND TRACK. | | 4. — SIDE TRACK. | | 5. — Total Length computed as Single Track. |
|---|----------------------|---------------------|----------------------|-------------------|--------------------|-------------------|------------------|-------------------|---|
| | From | To | Total. | In Massachusetts. | Total. | In Massachusetts. | Total. | In Massachusetts. | |
| BOSTON & MAINE—Con. | | | | | | | | | |
| <i>Dover & Winnepesaukee.</i> | Dover, N. H., | Alton Bay, N. H., | 29,000 | — | — | — | 7,200 | — | 36,200 |
| <i>Essex.</i> | Wenham, . | Essex, . | 6,000 | 6,000 | — | — | 1,970 | 1,970 | 7,970 |
| <i>Gloucester.</i> | Beverly, . | Rockport, . | 16,940 | 16,940 | 8,980 | 8,980 | 4,980 | 4,980 | 30,880 |
| <i>Lawrence.</i> | Salem, . | North Andover, . | 19,880 | 19,880 | 1,640 | 1,640 | 7,830 | 7,830 | 29,360 |
| <i>Marblehead.</i> | Salem, . | Marblehead, . | 3,520 | 3,520 | — | — | 800 | 800 | 4,380 |
| <i>Medford.</i> | Medford Jct., | Medford, . | 2,000 | 2,000 | 2,000 | 2,000 | 1,960 | 1,960 | 5,960 |
| <i>Methuen.</i> | Lawrence, . | State Line, N. H., | 3,750 | 3,750 | 1,000 | 1,000 | 14,320 | 14,320 | 19,070 |
| <i>Newburyport City.</i> | Newburyport, . | Newburyport, . | 1,970 | 1,970 | — | — | 1,280 | 1,280 | 3,250 |
| <i>Orchard Beach.</i> | Old Orchard, Me., | Saco River, Me., | 3,270 | — | — | — | 360 | — | 3,630 |
| <i>Portsmouth.</i> | Portsmouth, N. H., | N. Hampton, N. H., | 18,100 | — | — | — | 1,150 | — | 19,250 |
| <i>Portsmouth & Dover.</i> | Portsmouth, N. H., | Dover, N. H., | 10,880 | — | — | — | 3,290 | — | 14,100 |
| <i>Salisbury.</i> | Salisbury, . | Amesbury, . | 3,790 | 3,790 | — | — | 2,430 | 2,430 | 6,220 |
| <i>Saugus.</i> | Everett, . | West Lynn, . | 9,550 | 9,550 | 9,550 | 9,550 | 5,300 | 5,300 | 24,400 |
| <i>Somersworth.</i> | Rollinsford, N. H., | Somersworth, N. H., | 2,750 | — | — | — | 1,850 | — | 4,600 |
| <i>South Reading.</i> | Peabody, . | Wakefield Jct., | 8,130 | 8,120 | — | — | 2,160 | 2,160 | 10,280 |
| <i>Swampscott.</i> | Swampscott, . | Marblehead, . | 3,960 | 3,960 | 520 | 520 | 1,300 | 1,300 | 5,780 |
| <i>Union.</i> | Portland, Me., | Portland, Me., | 1,120 | — | — | — | — | — | 1,120 |
| <i>West Amesbury.</i> | Merrimac, . | Newton Jct, N. H., | 4,450 | 2,130 | — | — | 620 | 420 | 5,070 |
| <i>Wolfborough.</i> | Sanbornville, N. H., | Wolfboro', N. H., | 12,030 | — | — | — | 1,070 | — | 13,100 |
| <i>Connection Lowell & Lawrence with Lowell & Andover R.R.,</i> | Lowell, . | Lowell, . | 250 ² | 250 ² | 370 | 370 | — | — | 620 |
| <i>Boston & Lowell.</i> | Boston, . | Lowell, . | 26,750 | 26,750 | 26,750 | 26,750 | 64,180 | 58,820 | 117,680 |
| <i>Bedford & Billerica.</i> | Bedford, . | Billerica, . | 7,630 | 7,630 | — | — | 800 | 800 | 8,430 |
| <i>Lawrence.</i> | Wilmington, . | Wilmington Jct., | 3,210 | 3,210 | — | — | 1,580 | 1,580 | 4,790 |
| <i>Lexington.</i> | Somerville, . | Lexington, . | 8,110 | 8,110 | 8,110 | 8,110 | 3,720 | 3,720 | 19,940 |
| <i>Lowell & Lawrence.</i> | Lowell, . | Lawrence, . | 12,420 | 12,420 | — | — | 6,730 | 6,730 | 19,150 |
| <i>Middlesex Central.</i> | Lexington, . | Concord, . | 11,080 | 11,080 | — | — | 3,720 | 3,720 | 14,800 |
| <i>Mystic.</i> | Somerville, . | Mystic Wharves, . | 2,250 | 2,250 | 850 | 850 | 32,290 | 32,290 | 35,390 |

| | | | | | | | |
|--|-----------------------------|---------|---------|---------------------|---------------------|---------|---------|
| <i>Salem & Lowell.</i> | Peabody, . . . | 16,800 | 16,800 | — | — | 7,460 | 24,260 |
| <i>Stoneham, . . .</i> | Montvale Jct., . . . | 2,500 | 2,500 | — | — | 1,560 | 4,060 |
| <i>Woburn, . . .</i> | Winchester, . . . | 6,200 | 6,200 | 6,200 | 6,200 | 3,300 | 15,700 |
| <i>Concord & Montreal,</i> | Nashua, N. H., . . . | 181,070 | 181,070 | — | — | — | 331,990 |
| <i>Concord & Manchester,</i> | Concord, N. H., . . . | — | — | 36,620 ³ | — | 114,300 | — |
| <i>Franklin & Tilton, . . .</i> | Franklin, N. H., . . . | 27,880 | 27,880 | — | — | 2,430 | 30,310 |
| <i>Hooksett, . . .</i> | Tilton, N. H., . . . | 4,950 | 4,950 | — | — | 3,610 | 8,560 |
| <i>Lake Shore, . . .</i> | Bow Jct., N. H., . . . | 7,590 | 7,590 | — | — | 3,590 | 11,180 |
| <i>Manchester & No. Weare,</i> | Lakeport, N. H., . . . | 17,280 | 17,280 | — | — | 2,030 | 19,310 |
| <i>Mount Washington, . . .</i> | Manchester, N. H., . . . | 24,500 | 24,500 | — | — | 8,700 | 33,200 |
| <i>New Boston, . . .</i> | Wing Road, N. H., . . . | 20,170 | 20,170 | — | — | 5,160 | 25,330 |
| <i>Profile & Franconia, . . .</i> | Parker's, N. H., . . . | 5,190 | 5,190 | — | — | 810 | 6,000 |
| <i>Suncok Valley, . . .</i> | Bethlehem J., N. H., . . . | 12,840 | 12,840 | — | — | 1,690 | 14,530 |
| <i>Suncok Valley Extension,</i> | Bethlehem, N. H., . . . | 17,410 | 17,410 | — | — | 3,890 | 21,300 |
| <i>Tilton & Belmont, . . .</i> | Pittsfield, N. H., . . . | 4,460 | 4,460 | — | — | 1,240 | 5,700 |
| <i>Whitefield & Jefferson, . . .</i> | Belmont, N. H., . . . | 4,170 | 4,170 | — | — | 650 | 4,820 |
| <i>Concord & Portsmouth, . . .</i> | Jeff. Mead's, N. H., . . . | 33,690 | 33,690 | — | — | 13,750 | 47,440 |
| <i>Connecticut River, . . .</i> | Portsmouth, N. H., . . . | 39,870 | 39,870 | — | — | 15,460 | 55,330 |
| <i>Chicopee Falls, . . .</i> | Springfield, . . . | 74,000 | 74,000 | 36,800 ⁴ | 36,800 ⁴ | 61,250 | 172,050 |
| <i>Easthampton, . . .</i> | Chicopee Jct., . . . | 2,350 | 2,350 | — | — | 1,850 | 4,200 |
| <i>Conn. & Pass. Rivers, . . .</i> | Chicopee Falls, . . . | 3,500 | 3,500 | — | — | 1,360 | 4,860 |
| <i>Danvers, . . .</i> | Mt. Tom Jct., . . . | 110,300 | 110,300 | — | — | 41,990 | 152,290 |
| <i>Delaware & Hudson,* . . .</i> | Wakefield Jct., . . . | 9,260 | 9,260 | — | — | 2,050 | 11,310 |
| <i>Fitchburg, . . .</i> | Danvers, . . . | 6,940 | 6,940 | — | — | — | 6,940 |
| <i>Ashburnham, . . .</i> | Mechanicville, N. Y., . . . | 49,650 | 49,650 | 55,570 ⁵ | 55,570 ⁵ | 86,520 | 191,740 |
| <i>Greenville, . . .</i> | Boston, . . . | 105,250 | 105,250 | 70,600 | 70,600 | 92,730 | 268,580 |
| <i>Ice, . . .</i> | Greenfield, . . . | 40,300 | 40,300 | — | — | 10,560 | 50,860 |
| <i>Marlborough, . . .</i> | State Line, Vt., . . . | 53,850 | 53,850 | — | — | 25,230 | 79,080 |
| <i>Milford, . . .</i> | Ashburnham Jct., . . . | 2,590 | 2,590 | — | — | 520 | 3,110 |
| | So. Ashburnham, . . . | 23,640 | 23,640 | — | — | 2,370 | 28,020 |
| | Ayer, . . . | 660 | 660 | .490 | .490 | — | 1,150 |
| | Charlestown, . . . | 12,350 | 12,350 | — | — | 4,380 | 16,270 |
| | South Acton, . . . | 21,730 | 21,730 | — | — | 3,920 | 25,960 |
| | Squamacook Jct., . . . | — | — | — | — | 4,230 | — |

2 Total length, .370 mile double track, of which .120 mile of one track is owned by the Lowell & Andover,

⁴ Including .800 miles of third track.

* **Trackage rights.**

¹ Electric street railway.

³ Including 1.350 miles of third track.

⁵ Including 3.900 miles of third track and 2.020 miles of fourth track.

Description of Railroads Owned and Operated — Continued.

| RAILROADS AND BRANCHES. (LEASED ROADS IN ROMAN.) (BRANCHES IN ITALICS.) | 1. — TERMINI. | | 2. — LENGTH OF LINE. | | 3. — SECOND TRACK. | | 4. — SIDE TRACK. | | 5. — Total Length computed as Single Track. |
|---|------------------------|-------------------------|----------------------|------------------------|--------------------|------------------------|------------------|------------------------|---|
| | From | To | Total. | In Massa- chusetts. | Total. | In Massa- chusetts. | Total. | In Massa- chusetts. | |
| BOSTON & MAINE — Con. | | | | | | | | | |
| Fitchburg — Con. | | | | | | | | | |
| <i>Peterborough</i> , | | Peterboro', N. H., | | 2,250 | — | — | 2,280 | — | 18,210 |
| <i>Saratoga</i> , | Saratoga, N. Y., | Schuylerville, N. Y., | 15,930 | — | — | — | 4,360 | — | 30,180 |
| <i>Watertown</i> , | Schuyler Jct., N. Y., | Waltham, | 25,820 | — | — | — | 4,990 | 4,990 | 18,100 |
| <i>Worcester</i> , | West Cambridge, | Winchendon, | 6,630 | 6,630 | 6,480 | 6,480 | 14,170 | 14,170 | 49,910 |
| Grand Trunk,* | Worcester, | Sherbrook, P. Q., | 35,740 | 35,740 | — | — | — | — | 2,950 |
| Horn Pond Branch, | Lenoxville, P. Q., | Horn Pond, | 2,950 | .663 | — | — | .076 | .076 | .739 |
| Kennebunk & Kennebunkp't, | Woburn Branch, | Kennebunkp't, Me., | .663 | — | — | — | .920 | — | 5,420 |
| Lowell & Andover. | Kennebunk, Me., | Lowell Jct., | 4,500 | — | — | — | 6,230 | 6,230 | 92,360 |
| Manchester & Keene, | Lowell, | Keene, N. H., | 8,850 | 8,850 | 7,280 | — | 2,060 | — | 32,250 |
| Manchester & Lawrence, | Greenfield, N. H., | Manchester, N. H., | 29,590 | — | — | — | 10,720 | — | 33,110 |
| Manchester & Milford, | State Line, N. H., | East Milford, N. H., | 22,390 | — | — | — | 1,100 | — | 19,640 |
| Massachusetts Valley, | Grasmere Jct., N. H., | Lenoxville, P. Q., | 18,540 | — | — | — | 6,650 | — | 38,600 |
| <i>Stamstead</i> , | Canada Line, | Stamstead, P. Q., | 31,950 | — | — | — | .960 | — | 4,470 |
| Nashua, Acton & Boston, | Stamstead Jct., P. Q., | Nashua, N. H., | 3,510 | 15,140 | — | — | 4,540 | 2,150 | 24,660 |
| Nashua & Lowell, | North Acton, | Nashua, N. H., | 20,120 | 9,250 | 14,500 | 9,250 | 13,060 | 8,160 | 42,060 |
| Newburyport, | Lowell, | Newburyport, | 14,500 | — | — | — | 5,180 | — | 32,160 |
| N. Y., N. H. & Hartford,* | Bradford, | Danvers, | 26,980 | 26,980 | — | — | — | — | 4,210 |
| Northern, | North Acton, | Concord Jct., | 4,210 | 4,210 | — | — | — | — | 93,930 |
| <i>Bristol</i> , | Concord, N. H., | White River J., Vt., | 69,500 | — | — | — | 24,430 | — | 14,420 |
| <i>Concord & Claremont</i> , | Franklin, N. H., | Bristol, N. H., | 13,410 | — | — | — | 1,010 | — | 83,010 |
| <i>Peterboro' & Hillsboro'</i> , | Concord, N. H., | Claremont J., N. H., | 70,900 | — | — | — | 12,110 | — | 20,510 |
| Penikese Valley, | Concord, N. H., | Hillsboro' B'ge, N. H., | 18,510 | — | — | — | 2,000 | — | 35,790 |
| Peterborough, | Peterboro', N. H., | Lincoln, N. H., | 22,930 | — | — | — | 1,580 | — | 12,080 |
| Stony Brook, | Campton, N. H., | Campton Vt., N. H., | 10,500 | — | — | — | 1,070 | — | 19,220 |
| Troy & Bennington, | Wilton, N. H., | Greenfield, N. H., | 13,160 | 13,160 | — | — | 6,060 | — | 6,110 |
| Troy Union,* | No. Chelmsford, | Ayer Junction, | 5,040 | — | — | — | — | — | 4,260 |
| | Hoosic Jct., N. Y., | State Line, Vt., | 2,130 | — | 2,130 | — | — | — | — |
| | Troy, N. Y., | Troy, N. Y., | — | — | — | — | — | — | — |

Description of Railroads Owned and Operated — Continued.

| RAILROADS AND BRANCHES. (LEASED ROADS IN ROMAN.) (BRANCHES IN ITALICS.) | 1. — TERMINI. | | 2. — LENGTH OF LINE. | | 3. — SECOND TRACK. | | 4. — SIDE TRACK. | | 5. — Total Length computed as Single Track. |
|---|---------------------|--------------------|----------------------|-------------------|----------------------|-------------------|------------------|-------------------|---|
| | From | To | Total. | In Massachusetts. | Total. | In Massachusetts. | Total. | In Massachusetts. | |
| NASHUA, ACTON & BOSTON. (See <i>Boston & Maine</i> .) | — | — | — | — | — | — | — | — | — |
| NASHUA & LOWELL. (See <i>Boston & Maine</i> .) | — | — | — | — | — | — | — | — | — |
| NEWBURYPORT. (See <i>Boston & Maine</i> .) | — | — | — | — | — | — | — | — | — |
| NEW ENGLAND. (See <i>N. Y., N. H. & Hartford</i> .) | — | — | — | — | — | — | — | — | — |
| NEW HAVEN & NORTHAMPTON. (See <i>N. Y., N. H. & Hartford</i> .) | — | — | — | — | — | — | — | — | — |
| NEW LONDON NORTHERN (operated by the <i>Central Vt. R.R.</i> (9).) | — | — | — | — | — | — | — | — | — |
| NEW YORK, NEW HAVEN & HARTFORD. | New London, Ct., | Brattleboro', Vt., | 121,000 | 54,900 | — | — | 38,700 | 13,500 | 159,700 |
| Henderson Street, | Walden J., N. Y., | Providence, R. I., | 173,770 | — | 284,410 ¹ | — | 159,360 | — | 617,540 |
| Housatonic, | New Haven, Ct., | Springfield, | 60,170 | 5,950 | 60,170 | 5,950 | 91,520 | 8,450 | 211,860 |
| Litchfield, | Auburn, R. I., | Providence, R. I., | 3,580 | — | 1,660 | — | 890 | — | 6,130 |
| Loop, | Bridgeport, Ct., | State Line, Mass., | 74,970 | — | — | — | 21,620 | — | 96,590 |
| Middletown, | Brookfield J., Ct., | Danbury, Ct., | 5,360 | — | — | — | 1,160 | — | 6,520 |
| New Britain, | Botsford, Ct., | Huntington, Ct., | 9,790 | — | — | — | 4,270 | — | 14,060 |
| New Canaan, | Hawleyville, Ct., | Litchfield, Ct., | 32,280 | — | — | — | 3,580 | — | 35,660 |
| Pontiac, | Stonington, Ct., | Stonington, Ct., | 970 | — | — | — | — | — | 970 |
| Stafford, | Berlin, Ct., | Middletown, Ct., | 9,700 | — | — | — | 5,720 | — | 15,420 |
| Valley, | Berlin, Ct., | New Britain, Ct., | 3,180 | — | 3,180 | — | 9,190 | — | 15,550 |
| West River, | Stamford, Ct., | New Canaan, Ct., | 7,660 | — | — | — | 1,020 | — | 8,680 |
| Berkshire, | Auburn, R. I., | Pontiac, R. I., | 4,690 | — | — | — | 390 | — | 5,080 |
| Boston & Albany,* | Windsor Locks, Ct., | Stafford, Ct., | 4,320 | — | — | — | 1,170 | — | 5,490 |
| Boston & Albany,* | Fenwick, Ct., | Hartford, Ct., | 46,200 | — | — | — | 10,720 | — | 56,920 |
| Boston & Albany,* | New Haven, Ct., | New Haven, Ct., | 1,660 | — | — | — | 6,300 | — | 1,660 |
| Boston & Albany,* | West Stockbridge, | State Line, Ct., | 20,530 | 20,530 | — | — | — | 6,300 | 26,830 |
| Boston & Albany,* | Ashland Jct., | Ashland, | 220 | .220 | — | — | — | — | .220 |
| Boston & Albany,* | Springfield Jct., | Springfield, | 590 | .590 | — | — | — | — | .590 |

Description of Railroads Owned and Operated—Continued.

| RAILROADS AND BRANCHES. (LEASED ROADS IN ROMAN.) (BRANCHES IN ITALICS.) | 1.—TERMINI. | | 2.—LENGTH OF LINE. | | 3.—SECOND TRACK. | | 4.—SIDE TRACK. | | 5.—Total Length computed as Single Track. |
|---|-----------------------------------|-----------------------|--------------------|-------------------|---------------------|---------------------|----------------|-------------------|---|
| | From | To | Total. | In Massachusetts. | Total. | In Massachusetts. | Total. | In Massachusetts. | |
| NEW YORK, NEW HAVEN & HARTFORD—Con. | | | | | | | | | |
| New England—Con. | | | | | | | | | |
| <i>Melrose</i> , | Melrose, Ct., . . . | Rockville, Ct., . . | 7,220 | — | — | — | .310 | — | 7,530 |
| <i>Providence</i> , | Providence, R. I., . | Willimantic, Ct., . | 57,760 | — | 1,270 | — | 22,850 | — | 81,880 |
| <i>South Boston Freight</i> , | South Boston, . . | South Boston, . . | 1,040 | 1,040 | 1,040 | 1,040 | — | — | 2,080 |
| <i>Southbridge</i> , | E. Thompson, Ct., . | Southbridge, . . | 17,360 | 12,010 | — | — | 3,290 | 2,780 | 20,650 |
| <i>Springfield</i> , | E. Hartford, Ct., . | Springfield Jct., . | 28,310 | 8,140 | — | — | 7,310 | 4,370 | 35,620 |
| <i>Woonsocket</i> , | Cook St., Newton, . | Woonsocket, R. I., . | 28,670 | 27,600 | — | — | 7,490 | 5,360 | 36,160 |
| New Haven & Derby, | New Haven, Ct., . . | Derby Jct., Ct., . . | 10,760 | — | — | — | 7,810 | — | 18,570 |
| <i>Huntington</i> , | Derby, Ct., | Huntington, Ct., . . | 3,790 | — | — | — | 3,100 | — | 6,890 |
| New Haven & Northampton, | New Haven, Ct., . . | Shelburne Jct., . . | 94,040 | 43,380 | — | — | 47,760 | 24,230 | 142,400 |
| <i>New Hartford</i> , | Farmington, Ct., . | No. Hartford, Ct., . | 14,090 | — | — | — | 3,800 | — | 17,890 |
| <i>Turner's Falls</i> , | South Deerfield, . | Turner's Falls, . . | 10,070 | 10,070 | — | — | 2,690 | 2,690 | 12,760 |
| <i>Williamburg</i> , | Northampton, . . | Williamburg, . . . | 7,510 | 7,510 | — | — | 2,280 | 2,280 | 9,790 |
| New York & Harlem,* | Grand Central Depot, N. Y., . . . | Woodlawn J., N. Y., . | 12,030 | — | 36,090 ¹ | — | — | — | 48,120 |
| Norwich & Worcester, | Worcester, | Groton Jct., Ct., . . | 70,970 | 17,830 | — | — | 36,450 | 11,530 | 107,420 |
| Connection with New London Northern R.R., | | | | | | | | | |
| | Norwich, Ct., . . . | Norwich, Ct., . . . | .630 | — | — | — | .270 | — | .900 |
| | Boston, | Newport, R. I., . . | 67,600 | 51,410 | 52,610 ² | 52,610 ² | 65,290 | 58,470 | 185,500 |
| | Mayflower Park, . . | Somerset Jct., . . | 36,310 | 36,310 | 26,920 ³ | 26,920 ³ | 32,130 | 32,130 | 95,360 |
| | Middleborough, . . | Provincetown, . . | 85,660 | 85,660 | 19,720 | 19,720 | 12,590 | 12,590 | 117,970 |
| | Raynham, | Whittenton Jct., . | 3,380 | 3,380 | 3,380 | 3,380 | 1,180 | 1,180 | 7,940 |
| | South Braintree, . . | Kingston, | 32,340 | 32,340 | 8,410 | 8,410 | 7,250 | 7,250 | 48,000 |
| | South Braintree, . . | Plymouth, | 26,040 | 26,040 | 4,280 | 4,280 | 10,160 | 10,160 | 40,480 |
| | Framingham, | Lowell, | 26,120 | 26,120 | 4,360 | 4,360 | 10,970 | 10,970 | 41,450 |
| | New Bedford, | Fitchburg, | 91,250 | 91,250 | 54,950 ⁴ | 54,950 ⁴ | 66,120 | 66,120 | 212,320 |
| | No. Attleborough, . . | Adamtsdale, . . . | 3,860 | 3,860 | — | — | 1,640 | 1,640 | 5,500 |
| | Attleboro' Br. Jct., . . | Attleborough, . . | 8,600 | 8,600 | — | — | 2,810 | 2,810 | 11,410 |
| | Whitman, | Bridgewater, . . | 6,120 | 6,120 | — | — | 1,270 | 1,270 | 7,390 |

| | | | | | | | | | |
|---|-----------|-----------|-----------|---------|-----------|-----------|-----------|---|-------|
| RHODE ISLAND & MASSACHUSETTS. (See <i>New York, New Haven & Hartford.</i>) | - | - | - | - | - | - | - | - | - |
| STOCKBRIDGE & PITTSFIELD. (See <i>N. Y., N. H. & Hartford.</i>) | - | - | - | - | - | - | - | - | - |
| STONY BROOK. (See <i>Boston & Maine.</i>) | - | - | - | - | - | - | - | - | - |
| UNION FREIGHT. | Boston, | . | . | Boston, | . | . | . | . | 4,648 |
| VERMONT & MASSACHUSETTS. (See <i>Boston & Maine.</i>) | - | - | - | - | - | - | - | - | - |
| WARE RIVER. (See <i>Boston & Albany — N. Y. Central & H. R. Lessee.</i>) | - | - | - | - | - | - | - | - | - |
| WEST STOCKBRIDGE. (See <i>N. Y., N. H. & Hartford.</i>) | - | - | - | - | - | - | - | - | - |
| WORCESTER, NASHUA & ROCHESTER. (See <i>Boston & Maine.</i>) | - | - | - | - | - | - | - | - | - |
| TOTALS, | 4,962.100 | 2,127.870 | 1,667.717 | 963.307 | 2,843.807 | 1,435.087 | 9,473.624 | | |

¹ Including only one-half the length of joint tracks between Providence station and Boston switch, so-called, viz.: 5,000 miles of first or single track; 5,000 miles of second track; 4,300 miles of third track; 4,300 miles of fourth track; these distances being the total length.

² Including 2,150 miles of third track and 2,150 miles of fourth track.

NOTE. — The 1,667.717 miles of second track owned and operated, as given in the above totals, include 116,030 miles of third track and 108,490 miles of fourth track. The 963.307 miles of second track in *Massachusetts* include 41,780 miles of third track and 35,590 miles of fourth track.

TABULATED STATEMENTS FROM RETURNS OF RAILROAD CORPORATIONS.

| OPERATING RAILROADS. | | 6. — ATTLEBOROUGH BRANCH. * | 7. — BOSTON & ALBANY. † | 8. — BOSTON & MAINE. | 9. — BOSTON, REVERE BEACH & LYNN. ‡ |
|--------------------------------------|---|--------------------------------|----------------------------|------------------------------|--|
| ASSETS. | | | | | |
| Construction, | . | \$121,779 19 | — | \$43,365,091 58 | \$1,445,927 38 |
| Equipment, | . | — ¹ | — | 7,223,320 26 | 389,434 89 |
| Lands, | . | — | — | 1,309,721 81 | 85,087 00 |
| Stocks and bonds of other companies, | . | — | — | 10,746,779 56 | — |
| Other permanent property, | . | — | — | 121,521 67 | — |
| <i>Total permanent investments,</i> | . | 121,779 19 | — | 62,766,434 88 | 1,920,449 27 |
| Cash and current assets, | . | 3,643 16 | — | 9,689,225 03 | 230,290 58 |
| Miscellaneous assets, | . | — | — | 4,050,194 84 | 21,284 21 |
| GROSS ASSETS, . | . | 125,422 35 | — | 76,505,854 75 | 2,172,024 06 |
| LIABILITIES. | | | | | |
| Capital stock, common, | . | \$131,700 00 | — | \$24,638,070 70 | \$850,000 00 |
| preferred, | . | — | — | 3,149,800 00 | — |
| <i>Total capital stock,</i> | . | 131,700 00 | — | 27,787,870 70 | 850,000 00 |
| Funded debt, | . | — | — | 30,808,743 91 | 850,000 00 |
| Real estate mortgages, | . | — | — | 594,800 00 | — |
| Current liabilities, | . | — | — | 6,783,609 13 | 353,029 36 |
| Accrued liabilities, | . | — | — | 3,119,857 33 ² | 8,500 00 |
| <i>Total indebtedness,</i> | . | 131,700 00 | — | 41,307,010 37 | 1,211,529 36 |
| Sinking and other special funds, | . | — | — | 2,079,614 22 | 50,000 00 |
| GROSS LIABILITIES, . | . | 131,700 00 | — | 71,174,495 29 | 2,061,529 36 |
| INCOME. | | | | | |
| Revenue from passengers, | . | \$12,915 80 | \$4,172,470 54 | \$12,530,472 23 ³ | \$636,204 26 |
| from mails, | . | — | 368,839 04 | 458,318 55 | — |
| from express, | . | — | 355,008 39 | 1,156,871 28 | — |

| | | | | |
|---|-------------|------------------------|------------------------------|--------------|
| from extra baggage and storage, | - | 40,267 66 | 145,953 34 | - |
| from other passenger service, | - | 39,431 62 | - | - |
| <i>Total passenger revenue,</i> | 12,915 80 | 4,976,017 25 | 14,291,615 40 ^a | 636,204 26 |
| Revenue from freight, | 3,852 00 | 5,399,855 32 | 21,353,017 21 | - |
| from other freight service, | - | 8,703 11 | 317,922 46 | - |
| <i>Total freight revenue,</i> | 3,852 00 | 5,408,558 43 | 21,670,939 67 | - |
| <i>Total passenger and freight revenue,</i> | 16,767 80 | 10,384,575 68 | 35,962,555 07 | 636,204 26 |
| Other earnings from operation, | 143 00 | 363,892 91 | 250,690 43 | - |
| <i>Gross earnings from operation,</i> | 16,910 80 | 10,748,468 59 | 36,213,245 50 | 636,204 26 |
| Income from other sources, | - | - | 587,588 96 | 18,383 94 |
| <i>GROSS INCOME,</i> | 16,910 80 | 10,748,468 59 | 36,800,834 46 | 654,588 20 |
| EXPENDITURES. | | | | |
| Operating expenses, | \$13,158 15 | \$7,227,157 44 | \$26,619,740 19 ^b | \$576,147 77 |
| Interest on funded and other debts, | - | - | 1,486,169 36 | 50,127 92 |
| Taxes, | 2,272 75 | 1,021,352 46 | 1,605,489 77 | 10,250 20 |
| Rentals paid, | - | 2,410,662 48 | 5,069,577 71 | - |
| Other charges upon income, | - | 122,499 99 | 136,285 00 | - |
| Dividends paid, | - | - | 1,806,646 00 | 17,000 00 |
| <i>GROSS EXPENDITURES,</i> | 15,430 90 | 10,781,672 37 | 36,723,908 03 | 653,525 89 |
| CONDENSED EXHIBIT FOR THE YEAR. | | | | |
| Net income from operation, | \$3,752 65 | \$3,521,311 15 | \$9,593,505 31 | \$60,056 49 |
| Income from other sources, | - | - | 587,588 96 | 18,383 94 |
| <i>Total income above operating expenses,</i> | 3,752 65 | 3,521,311 15 | 10,181,094 27 | 78,440 43 |
| Interest, taxes, rentals, and other charges, | 2,272 75 | 3,554,514 93 | 8,297,521 84 | 60,378 12 |
| <i>Net divisible income,</i> | 1,479 90 | 33,203 78 ^d | 1,883,572 43 | 18,062 31 |
| Amount of dividends declared, | - | - | 1,806,646 00 | 17,000 00 |
| Percentage of dividends declared, | - | - | - ^e | 2.0 |
| <i>SURPLUS FOR THE YEAR,</i> | 1,479 90 | 33,203 78 ^d | 76,926 43 | 1,062 31 |

^d Deficit.

[†] A narrow-gauge railroad.

[‡] Operations of the New York Central & Hudson River, lessee.

[§] For financial statement of the Boston & Albany R.R. Co. see column 18.

^{||} Includes \$201,134.56 from electric street railways.

[¶] Including amounts which will be due leased roads on termination of leases, \$1,822,679.10.

[§] Includes \$185,592.83 for operating electric street railways.

^{||} Seven per cent on varying amounts of common and six per cent on preferred capital stock.

Tabulated Statements from Returns of Railroad Corporations — Continued.

| OPERATING RAILROADS. | 6. — ATTLEBOROUGH BRANCH — CON. | 7. — BOSTON & ALBANY — CON. | 8. — BOSTON & MAINE — CON. | 9. — BOSTON, REVERE BEACH & LYNN — CON. |
|---|------------------------------------|--------------------------------|-------------------------------|--|
| SURPLUS. | | | | |
| Surplus June 30, 1904, | \$7,757 55 <i>d</i> | — | \$1,538,074 95 | \$39,432 39 |
| for the year, | 1,479 90 | — | 76,926 43 | 1,062 31 |
| Additions during the year, | — | — | 956,065 61 | — |
| Deductions during the year, | — | — | 76,926 43 | — |
| TOTAL SURPLUS JUNE 30, 1905, | 6,277 65 <i>d</i> | — | 5,331,359 46 ³ | 60,494 70 |
| VOLUME OF TRAFFIC, ETC. | | | | |
| Passengers carried, | 259,041 | 10,747,920 | 41,874,810 ⁴ | 10,395,563 |
| average length of journey, | 3.003 miles. | 23.714 miles. | 18.170 miles. ⁵ | 5.850 miles. |
| Total passenger mileage, | 777,900 | 254,878,779 | 702,490,018 ⁵ | 60,817,256 |
| Average fare per mile for local tickets, | — | 1.514 cents. | 1.738 cents. ⁵ | 1.046 cents. |
| for mileage tickets, | — | 2.000 " | — ⁶ | — |
| for time and commutation tickets, | — | .888 " | — ⁷ | — |
| for interline tickets, | — | 1.917 " | 1.853 cents. | — |
| Passengers carried to Boston, | — | 3,713,468 | 10,207,443 | 4,331,485 |
| from Boston, | — | 3,716,152 | 10,543,660 | 4,331,485 |
| Tons of freight hauled, | 18,933 | 5,200,102 | 20,546,826 | — |
| average length of haul, | 3.204 miles. | 111.460 miles. | 90.240 miles. | — |
| Total freight mileage, | 60,662 | 579,624,562 | 1,854,130,258 | — |
| Average rate per ton mile, local freight, | — | 2.566 cents. | 2.071 cents. | — |
| interline freight, | — | .739 " | .756 " | — |
| Miles run by passenger trains, | 85,198 | 3,542,545 | 11,272,913 | 712,109 |
| by freight trains, | 1,864 | 2,480,594 | 8,605,773 | — |
| by mixed trains, | — | 34,490 | 158,045 | — |
| Total mileage of trains earning revenue, | 87,062 | 6,057,629 | 20,036,731 | 712,109 |

| | | | | |
|--|------------------|--------------------------------|--------------------------------------|-----------------------|
| Miles run by switching trains, by construction and other trains, <i>Total train mileage,</i> | - - 87,062 | 35,146 117,592 6,210,367 | 7,565,512 1,603,736 29,205,979 | - 3,194 715,303 |
| EQUIPMENT. | | | | |
| Number of locomotives, | - ¹ | 275 | 1,025 | 16 |
| of passenger and combination cars, | - | 294 | 1,238 | 79 |
| of dining, parlor and sleeping cars, | - | 4 ² | 9 | - |
| of baggage, express and mail cars, | - | 79 | 310 | - |
| of other passenger service cars, | - | 11 | 69 | - |
| of freight cars (basis 8 wheels), | - | 3,451 | 16,412 | - |
| of officers' and pay cars, | - | 5 | 7 | - |
| of gravel and other cars, | - | 470 | 752 | 18 |
| MISCELLANEOUS. | | | | |
| Whole number of stockholders, | 6 | - | 7,632 ⁸ | 236 |
| number in Massachusetts, | 1 | - | 4,879 ⁹ | 216 |
| Amount of stock held in Massachusetts, | \$100 00 | - | \$17,034,300 00 ¹⁰ | \$836,600 00 |
| Total miles of road operated, | 3,720 | 392,490 | 2,286,590 ¹¹ | 13,200 |
| operated in Massachusetts, | 3,720 | 336,600 | 786,030 | 13,200 |
| Highway grade crossings * in Massachusetts, | 14 | 200 | 761 | 11 |
| Average number of employees, | 15 | 5,328 | 23,509 | 420 |

¹ Equipment leased.² Including 1 buffet car in "Boston & Chicago" line.³ Including \$2,337,218.90 for "premium on common stock sold."⁴ On steam roads, 38,669,511; on electric street railways, 3,205,299.⁵ Does not include electric street railways.⁶ 500 miles, 2¼ cents; 1,000 miles, 2 cents.⁷ Within suburban circuit, 1 to 2 cents; outside suburban circuit, 2 to 2¼ cents.⁸ Common, 6,908; preferred, 724.⁹ Common, 4,293; preferred, 586.¹⁰ Common, \$14,482,400; preferred, \$2,551,900.¹¹ Includes 45,980 miles of electric street railway.

* Including those on leased lines.

d Deficit.

Tabulated Statements from Returns of Railroad Corporations — Continued.

| OPERATING RAILROADS. | 10.—CAPE ANN GRANITE. | 11.—CENTRAL VERMONT.* | 12.—GRAFTON & UPTON. | 13.—HOOSAC TUNNEL & WILMING- TON.† |
|--|--------------------------|--------------------------|-------------------------|--|
| ASSETS. | | | | |
| Construction, | \$22,381 63 | — | \$523,917 68 | \$433,220 95 |
| Equipment, | 10,500 00 | — | 68,082 32 | 76,758 32 |
| Lands, | — | — | — | — |
| Stocks and bonds of other companies, | — | — | — | — |
| Other permanent property, | — | — | — | — |
| <i>Total permanent investments,</i> | 32,881 63 | — | 592,000 00 | 509,979 27 |
| Cash and current assets, | — | — | 7,776 89 | 9,993 08 |
| Miscellaneous assets, | — | — | — | 9,270 72 |
| GROSS ASSETS, | 32,881 63 | — | 599,776 89 | 529,243 07 |
| LIABILITIES. | | | | |
| Capital stock, common, | \$20,000 00 | — | \$250,000 00 | \$250,000 00 |
| preferred, | — | — | — | — |
| <i>Total capital stock,</i> | 20,000 00 | — | 250,000 00 | 250,000 00 |
| Funded debt, | — | — | 268,000 00 | 250,000 00 |
| Real estate mortgages, | — | — | — | — |
| Current liabilities, | 12,873 71 | — | 74,000 00 | 1,725 81 |
| Accrued liabilities, | — | — | — | 4,166 67 |
| <i>Total indebtedness,</i> | 12,873 71 | — | 342,000 00 | 255,892 48 |
| Sinking and other special funds, | — | — | — | — |
| GROSS LIABILITIES, | 32,873 71 | — | 592,000 00 | 505,892 48 |
| INCOME. | | | | |
| Revenue from passengers, | — | \$192,084 47 | \$28,114 45 | \$15,339 41 |
| from mails, | — | 17,928 32 | 1,159 76 | 1,171 04 |
| from express, | — | 20,027 13 | 3,578 63 | 2,027 78 |

Tabulated Statements from Returns of Railroad Corporations — Continued.

| OPERATING RAILROADS. | 10.—CAPE ANN GRANITE — COL. | 11.—CENTRAL VERMONT — COL. | 12.—GRAFTON & UPTON — COL. | 13.—HOOSAC TUNNEL & WILMING- TON — COL. |
|---|--------------------------------|-------------------------------|-------------------------------|---|
| SURPLUS. | | | | |
| Surplus June 30, 1904, | \$293 36 <i>d</i> | — | \$6,920 15 | \$1,224 74 |
| for the year, | 301 28 | — | 856 74 | 6,884 46 |
| Additions during the year, | — | — | — | 15,241 39 |
| Deductions during the year, | — | — | — | — |
| TOTAL SURPLUS JUNE 30, 1905, | 7 92 | — | 7,776 89 | 23,350 59 |
| VOLUME OF TRAFFIC, ETC. | | | | |
| Passengers carried, | — | 483,774 | 86,708 | 31,503 |
| average length of journey, | — | 16,400 miles. | 8,320 miles. | 14,120 miles. |
| Total passenger mileage, | — | 7,945,594 | 185,188 | 444,888 |
| Average fare per mile for local tickets, | — | 2.92 cents. | 0.900 cent. | 4.000 cents. |
| for mileage tickets, | — | 2.00 " | — | 3.000 " |
| for time and commutation tickets, | — | 1.20 " | — | — |
| for interline tickets, | — | 2.07 " | — | 2.200 cents. |
| Passengers carried to Boston, | — | — | — | — |
| from Boston, | — | — | — | — |
| Tons of freight hauled, | 27,548 | 1,323,393 | 86,708 | 50,798 |
| average length of haul, | 1.436 miles. | 42,120 miles. | 9,000 miles. | 15,600 miles. |
| Total freight mileage, | 39,559 | 55,737,049 | 780,372 | 792,310 |
| Average rate per ton mile, local freight, | — | — | 3.510 cents. | 6.645 cents. |
| interline freight, | — | — | 2,720 " | — |

| | | | | |
|--|-------------|---------|----------------------|----------|
| Miles run by passenger trains, | — | 307,957 | 176,924 ¹ | 30,808 |
| by freight trains, | 2,227 | 453,767 | 17,750 ² | 8,084 |
| by mixed trains, | — | — | — | 6,744 |
| <i>Total mileage of trains earning revenue,</i> | 2,227 | 761,724 | 194,674 | 45,636 |
| Miles run by switching trains, | — | 191,601 | 10,998 ² | 760 |
| by construction and other trains, | — | — | 344 | — |
| <i>Total train mileage,</i> | 2,227 | 953,325 | 206,016 | 46,396 |
| EQUIPMENT. | | | | |
| Number of locomotives, | 1 | 12 | 2 | 6 |
| of passenger and combination cars, | — | 13 | — ³ | 4 |
| of dining, parlor and sleeping cars, | — | — | — | — |
| of baggage, express and mail cars, | — | 2 | — | — |
| of other passenger cars, | — | 6 | — | 2 |
| of freight cars (basis 8 wheels), | 15 | 153 | — | 115 |
| of officers' and pay cars, | — | — | — | — |
| of gravel and other cars, | — | 39 | — | 6 |
| MISCELLANEOUS. | | | | |
| Whole number of stockholders, | 6 | — | 17 | 17 |
| number in Massachusetts, | 6 | — | 15 | 5 |
| Amount of stock held in Massachusetts, | \$20,000 00 | — | \$239,200 00 | \$800 00 |
| Total miles of road operated, | 1,436 | 121,000 | 19,120 | 25,000 |
| operated in Massachusetts, | 1,436 | 54,900 | 19,120 | 8,220 |
| Highway grade crossings* in Massachusetts, | — | 45 | 29 | — |
| Average number of employees, | 4 | 788 | 30 | 59 |

* Including those on leased lines.

¹ Electric cars.² Steam trains.³ Deficit.³ Passenger service performed with electric cars furnished by the Milford & Uxbridge Street Railway Company.

Tabulated Statements from Returns of Railroad Corporations—Continued.

| OPERATING RAILROADS. | | | 14.—NANTUCKET CENTRAL.* | 15.—NEW YORK, NEW HAVEN & HART- FORD. | 16.—UNION FREIGHT. |
|--------------------------------------|---|---|----------------------------|---|--------------------|
| ASSETS. | | | | | |
| Construction, | . | . | } \$35,000 00 | \$49,804,662 98 | \$401,069 67 |
| Equipment, | . | . | | 18,945,498 23 | 12,000 00 |
| Lands, | . | . | — | — | — |
| Stocks and bonds of other companies, | . | . | — | 60,853,747 31 | 13,000 00 |
| Other permanent property, | . | . | — | — | — |
| <i>Total permanent investments,</i> | . | . | 35,000 00 | 129,603,908 52 | 426,069 67 |
| Cash and current assets, | . | . | — | 12,539,951 55 | 28,591 60 |
| Miscellaneous assets, | . | . | — | 18,967,293 12 | 1,341 27 |
| GROSS ASSETS, | . | . | 35,000 00 | 161,111,153 19 | 456,002 54 |
| LIABILITIES. | | | | | |
| Capital stock, common, | . | . | \$18,000 00 | \$80,000,000 00 | \$300,000 00 |
| preferred, | . | . | — | — | — |
| <i>Total capital stock,</i> | . | . | 18,000 00 | 80,000,000 00 | 300,000 00 |
| Funded debt, | . | . | 17,000 00 | 37,189,300 00 | — |
| Real estate mortgages, | . | . | — | — | 88,500 00 |
| Current liabilities, | . | . | 3,640 00 | 27,609,088 52 | 2,972 10 |
| Accrued liabilities, | . | . | — | 749,940 60 | — |
| <i>Total indebtedness,</i> | . | . | 20,640 00 | 65,548,329 12 | 91,472 10 |
| Sinking and other special funds, | . | . | — | 444,226 21 | 13,198 10 |
| GROSS LIABILITIES, | . | . | 38,640 00 | 145,992,555 33 | 404,670 20 |
| INCOME. | | | | | |
| Revenue from passengers, | . | . | \$3,667 45 | \$20,008,579 78 | — |
| from mails, | . | . | 92 98 | 670,534 89 | — |
| from express, | . | . | 446 73 | 1,655,257 22 | — |

| | | | | | |
|---|--|------------|-----------------|--|-------------|
| from extra baggage and storage, | | | 182,405 75 | | |
| from other passenger service, | | | 1,629,676 85 | | |
| <i>Total passenger revenue,</i> | | 4,207 16 | 24,146,454 49 | | |
| Revenue from freight, | | | 24,533,305 72 | | \$88,802 35 |
| from other freight service, | | | 808,549 47 | | |
| <i>Total freight revenue,</i> | | | 25,341,855 19 | | 88,802 35 |
| <i>Total passenger and freight revenue,</i> | | 4,207 16 | 49,488,309 68 | | 88,802 35 |
| Other earnings from operation, | | | 493,638 09 | | 278 26 |
| <i>Gross earnings from operation,</i> | | 4,207 16 | 49,981,947 77 | | 89,080 61 |
| Income from other sources, | | | 1,223,451 79 | | 910 00 |
| GROSS INCOME, | | 4,207 16 | 51,205,399 56 | | 89,990 61 |
| EXPENDITURES. | | | | | |
| Operating expenses, | | \$4,159 69 | \$35,833,022 61 | | \$58,410 99 |
| Interest on funded and other debts, | | 1,020 00 | 1,867,857 49 | | 2,383 58 |
| Taxes, | | 47 47 | 2,639,623 95 | | 2,712 33 |
| Rentals paid, | | | 4,136,843 07 | | |
| Other charges upon income, | | | | | 7,000 00 |
| Dividends paid, | | | 6,400,000 00 | | 21,000 00 |
| GROSS EXPENDITURES, | | 5,227 16 | 50,897,347 12 | | 91,506 85 |
| CONDENSED EXHIBIT FOR THE YEAR. | | | | | |
| Net income from operation, | | \$47 47 | \$14,148,925 16 | | \$30,669 62 |
| Income from other sources, | | | 1,223,451 79 | | 910 00 |
| <i>Total income above operating expenses,</i> | | 47 47 | 15,372,376 95 | | 31,579 62 |
| Interest, taxes, rentals, and other charges, | | 1,067 47 | 8,664,324 51 | | 12,095 86 |
| <i>Net divisible income,</i> | | 1,020 00d | 6,708,052 44 | | 19,483 76 |
| Amount of dividends declared, | | | 6,400,000 00 | | 21,000 00 |
| Percentage of dividends declared, | | | 8.0 | | 7.0 |
| SURPLUS FOR THE YEAR, | | 1,020 00d | 308,052 44 | | 1,516 24d |

d Deficit.

* A narrow-gauge railroad.

Tabulated Statements from Returns of Railroad Corporations — Continued.

| OPERATING RAILROADS. | 14.—NANTUCKET CENTRAL—Con. | 15.—NEW YORK, NEW HAVEN & HART- FORD—Con. | 16.—UNION FREIGHT—Con. |
|---|-------------------------------|---|------------------------|
| SURPLUS. | | | |
| Surplus June 30, 1904, | | | \$51,184 18 |
| for the year, | \$2,620 00 <i>d</i> | \$14,649,036 67 | 1,516 24 <i>d</i> |
| Additions during the year, | 1,020 00 <i>d</i> | 308,052 44 | 1,664 40 |
| Deductions during the year, | — | 161,508 75 | — |
| TOTAL SURPLUS JUNE 30, 1905, | — | — | 51,332 34 |
| VOLUME OF TRAFFIC, ETC. | | | |
| Passengers carried, | 10,962 | 63,323,475 | — |
| average length of journey, | 8.500 miles. | 18.565 miles. | — |
| Total passenger mileage, | 93,177 | 1,175,639,026 | — |
| Average fare per mile for local tickets, | 4.166 cents. | 1.903 cents. | — |
| for mileage tickets, | — | 2.000 " | — |
| for time and commutation tickets, | — | .556 " | — |
| for interline tickets, | — | 1.992 " | — |
| Passengers carried to Boston, | — | 10,474,551 | — |
| from Boston, | — | 10,494,811 | — |
| Tons of freight hauled, | — | 18,321,327 | 299,014 |
| average length of haul, | — | 95.130 miles. | 1.375 miles. |
| Total freight mileage, | — | 1,742,915,367 | 411,144 |
| Average rate per ton mile, local freight, | — | 2.739 cents. | 21.599 cents. |
| interline freight, | — | 1.017 " | — |

| | | | |
|--|-------------|-----------------|--------------|
| Miles run by passenger trains, | 6,500 | 15,327,246 | - |
| by freight trains, | - | 7,628,951 | 26,178 |
| by mixed trains, | - | 191,985 | - |
| <i>Total mileage of trains earning revenue,</i> | 6,500 | 23,148,182 | 26,178 |
| Miles run by switching trains, | - | 6,530,048 | - |
| by construction and other trains, | - | 506,529 | - |
| <i>Total train mileage,</i> | 6,500 | 30,184,759 | 26,178 |
| EQUIPMENT. | | | |
| Number of locomotives, | 1 | 1,186 | 4 |
| of passenger and combination cars, | 3 | 1,507 | - |
| of dining, parlor and sleeping cars, | - | 189 | - |
| of baggage, express and mail cars, | 1 | 294 | - |
| of other cars in passenger service, | 4 | 100 | - |
| of freight cars (basis 8 wheels), | 3 | 16,860 | - |
| of officers' and pay cars, | - | 13 | - |
| of gravel and other cars, | 1 | 635 | - |
| MISCELLANEOUS. | | | |
| Whole number of stockholders, | 5 | 11,914 | 3 |
| number in Massachusetts, | 5 | 5,669 | 3 |
| Amount of stock held in Massachusetts, | \$18,000 00 | \$26,613,100 00 | \$300,000 00 |
| Total miles of road operated, | 8,500 | 2,087,950 | 2,431 |
| operated in Massachusetts, | 8,500 | 893,050 | 2,431 |
| Highway grade crossings* in Massachusetts, | 5 | 836 | - |
| Average number of employees, | 16 | 31,350 | 45 |

d Deficit.

* Including those on leased lines.

Tabulated Statements from Returns of Railroad Corporations — Continued.

| LEASED RAILROADS.* | 17. — BERKSHIRE. ¹ | 18. — BOSTON & ALBANY. ² | 19. — BOSTON & LOWELL. ³ | 20. — BOSTON & PROVIDENCE. ¹ | 21. — CHATHAM. ¹ |
|---|-------------------------------|-------------------------------------|-------------------------------------|---|-----------------------------|
| ASSETS. | | | | | |
| Construction, | \$600,000 00 | \$28,015,484 61 | \$12,346,754 88 | \$5,046,088 30 | \$98,435 58 |
| Equipment, | — | 3,572,400 00 | 833,583 94 | 871,234 35 | — |
| Other permanent property, | 3,970 00 | — | 3,279,105 50 | 429,793 36 | 2,055 55 |
| Cash and current assets, | 11,514 57 | 8,279,051 93 | 674,394 43 | 154,466 31 | 3,495 60 |
| Other assets and property, | — | 1,000,000 00 ⁴ | — | — | — |
| GROSS ASSETS, | 615,484 57 | 40,866,936 54 | 17,133,838 75 | 6,501,582 32 | 103,986 73 |
| LIABILITIES. | | | | | |
| Capital stock, | \$600,000 00 | \$25,000,000 00 | \$6,599,400 00 | \$4,000,000 00 | \$88,200 00 |
| Funded debt, | — | 8,485,000 00 | 8,528,000 00 | 2,170,000 00 | 17,000 00 |
| Current and accrued liabilities, | — | 81,534 50 | 361,006 85 | 247,897 50 | 170 00 |
| Sinking and other special funds, | — | 5,756,534 34 | 11,926 02 | — | — |
| GROSS LIABILITIES, | 600,000 00 | 39,323,068 84 | 15,500,332 87 | 6,417,897 50 | 85,370 00 |
| INCOME, EXPENDITURES, ETC. | | | | | |
| Total income from all sources, | \$36,646 00 | \$2,597,485 14 | \$870,127 00 | \$491,438 02 | \$3,944 29 |
| Total expenses, | 680 35 | 10,909 55 | 7,000 00 | 4,238 02 | 133 43 |
| Interest on funded and other debts, | — | 315,110 00 | 335,175 00 | 86,800 00 | 1,020 00 |
| Rentals, taxes, etc., | — | 83,965 59 | — | — | 141 68 |
| Net divisible income, | 35,965 65 | 2,187,500 00 | 527,952 00 | 400,400 00 | 2,649 18 |
| Amount of dividends declared, | 36,000 00 | 2,187,500 00 | 527,952 00 | 400,000 00 | 1,364 00 |
| Percentage of dividends declared, | 6.0 | 8.75 | 8.0 | 10.0 | 2.0 |
| Surplus for the year, | 34 35 ^d | — | — | 400 00 | 1,285 18 |
| Total surplus, June 30, 1905, | 15,484 57 | 1,543,867 70 | 1,633,505 88 ^e | 83,584 82 | 18,616 73 |

* Leased to and operated by ¹ New York, New Haven & Hartford, ² New York Central & Hudson River, ³ Boston & Maine.

^d Deficit.
^e Includes \$197,441.97 for "premiums on stock and bonds."

Tabulated Statements from Returns of Railroad Corporations—Continued.

| LEASED RAILROADS.* | 22.—CHESTER & BECKETT. ¹ | 23.—CONNECTICUT RIVER. ² | 24.—DANVERS. [†] | 25.—FITCHBURG. ² | 26.—HOLYOKE & WESTFIELD. ³ |
|---|--|--|---------------------------|------------------------------|--|
| ASSETS. | | | | | |
| Construction, | \$136,893 98 | \$3,597,366 50 | \$239,678 15 | \$40,192,401 24 | \$460,000 00 |
| Equipment, | — | 455,977 66 | — | 3,828,354 47 | — |
| Other permanent property, | — | 642,457 50 | — | 2,564,173 26 | — |
| Cash and current assets, | 16 75 | 186,409 42 | — | 351,929 38 | 27,978 68 |
| Other assets and property, | — | — | — | 986,141 08 | — |
| GROSS ASSETS, | 136,910 73 | 4,882,211 08 | 239,678 15 | 47,922,999 43 | 487,978 68 |
| LIABILITIES. | | | | | |
| Capital stock, | \$50,000 00 | \$2,630,000 00 | \$67,500 00 | \$24,360,000 00 ⁴ | \$260,000 00 |
| Funded debt, | 50,000 00 | 2,262,050 00 | 125,000 00 | 22,174,000 00 | 200,000 00 |
| Current and accrued liabilities, | 66,246 21 | 183,443 89 | 25,000 00 | 379,020 53 | — |
| Sinking and other special funds, | — | 602 03 | — | — | — |
| GROSS LIABILITIES, | 166,246 21 | 5,076,095 92 | 217,500 00 | 46,913,020 53 | 460,000 00 |
| INCOME, EXPENDITURES, ETC. | | | | | |
| Total income from all sources, | \$318 44 | \$349,065 00 | — | \$1,809,443 54 | \$41,557 35 |
| Total expenses, | 6 80 | 2,000 00 | — | 7,188 43 | 416 25 |
| Interest on funded and other debts, | 4,289 91 | 84,065 00 | — | 934,006 68 | 8,000 00 |
| Rentals, taxes, etc., | — | — | — | 248 43 | 2,879 10 |
| Net divisible income, | 3,978 27 ^d | 263,000 00 | — | 868,000 00 | 30,262 00 |
| Amount of dividends declared, | — | 263,000 00 | — | 868,000 00 | 31,200 00 |
| Percentage of dividends declared, | — | 10.0 | — | 5.0 | 12.0 |
| Surplus for the year, | 3,978 27 ^d | — | — | — | 938 00 ^d |
| Total surplus, June 30, 1905, | 29,335 48 ^d | 193,884 84 ^d | \$22,178 15 | 1,009,978 90 ^{5,6} | 27,978 68 |

* Leased to and operated by ¹ Boston & Albany (New York Central & Hudson River, lessee), ² Boston & Maine, ³ New York, New Haven & Hartford.

[†] This road is virtually owned by the Boston & Maine, and its earnings and expenses are included in the return of that company.

⁴ Common, \$7,000,000; preferred, \$17,360,000.

⁵ Debiting \$1,097.57.

⁶ Includes \$275,920.98 for "premium on bonds sold."

^d Deficit.

Tabulated Statements from Returns of Railroad Corporations—Continued.

| LEASED RAILROADS.* | 27.—HORN POND BRANCH. ¹ | 28.—LOWELL & ANDOVER. ¹ | 29.—MILFORD, FRANKLIN & PROV- DENCE. ² | 30.—MILFORD & WOONSOCKET. ² | 31.—NASHUA, ACTON & BOSTON. ¹ |
|---|---------------------------------------|---------------------------------------|---|---|---|
| ASSETS. | | | | | |
| Construction, | \$15,238 46 | \$767,050 24 | \$101,308 23 | \$173,381 13 | \$1,057,031 20 |
| Cash and current assets, | — | 4,172 91 | 283 53 | 150 50 | 6,257 41 |
| GROSS ASSETS, | 15,238 46 | 771,223 15 | 101,591 76 | 173,531 63 | 1,063,288 61 |
| LIABILITIES. | | | | | |
| Capital stock, | \$2,000 00 | \$625,000 00 | \$100,000 00 | \$148,600 00 | \$500,000 00 |
| Funded debt, | — | — | 10,000 00 | 60,000 00 | 500,000 00 |
| Current and accrued liabilities, | — | — | — | — | 709,982 90 |
| GROSS LIABILITIES, | 2,000 00 | 625,000 00 | 110,000 00 | 208,600 00 | 1,709,982 90 |
| INCOME, EXPENDITURES, ETC. | | | | | |
| Total income from all sources, | — ³ | \$52,520 20 | \$2,300 00 | \$4,700 00 | — |
| Total expenses, | — | 224 85 | — | 140 49 | — |
| Interest on funded and other debts, | — | — | 600 00 | 3,000 00 | — |
| Rentals, taxes, etc., | — | 14 60 | 17 25 | — | — |
| Net divisible income, | — | 52,280 75 | 1,682 75 | 1,559 51 | — |
| Amount of dividends declared, | — | 50,000 00 | 3,750 00 | 1,486 00 | — |
| Percentage of dividends declared, | — | 8.0 | 3.75 | 1.0 | — |
| Surplus for the year, | — | 2,280 75 | 2,067 25 ^d | 73 51 | — |
| Total surplus, June 30, 1905, | \$13,238 46 | 146,223 15 | 8,408 24 ^d | 35,068 37 ^d | \$646,694 29 ^d |

* Leased to and operated by ¹ Boston & Maine, ² New York, New Haven & Hartford.

^d Deficit.

³ Used only for the transportation of ice; no income reported.

Tabulated Statements from Returns of Railroad Corporations — Continued.

| LEASED RAILROADS.* | 32.—NASHUA & LOWELL, ¹ | 33.—NEWBURY- PORT, [†] | 34.—NEW ENG- LAND, ² | 35.—NEW HAVEN & NORTHAMPTON, ² | 36.—NEW LONDON NORTHERN, ³ |
|-------------------------------------|--------------------------------------|------------------------------------|------------------------------------|--|--|
| ASSETS. | | | | | |
| Construction, | \$684,242 07 | \$597,386 32 | \$38,411,099 00 | \$5,731,586 62 | \$3,064,629 47 |
| Equipment, | 218,242 95 | — | 2,416,608 87 | 850,430 62 | 248,420 44 |
| Other permanent property, | — | — | 1,500,000 00 | 35,893 75 | 155,000 00 |
| Cash and current assets, | 67,374 15 | — | 2,721,461 31 | 390,207 46 | 75,227 21 |
| GROSS ASSETS, | 969,859 17 | 597,386 32 | 45,049,169 18 | 7,008,118 45 | 3,543,277 12 |
| LIABILITIES. | | | | | |
| Capital stock, | \$800,000 00 | \$220,340 02 | \$25,000,000 00 ^a | \$2,460,000 00 | \$1,500,000 00 |
| Funded debt, | — | 300,000 00 | 19,000,000 00 ^b | 2,600,000 00 | 1,500,000 00 |
| Current and accrued liabilities, | 856 50 | — | 130 00 | — | 16,650 48 |
| Sinking and other special funds, | — | — | — | 390,000 00 | — |
| GROSS LIABILITIES, | 800,856 50 | 520,340 02 | 44,000,130 00 | 5,450,000 00 | 3,016,650 48 |
| INCOME, EXPENDITURES, ETC. | | | | | |
| Total income from all sources, | \$75,665 78 | — | \$999,856 11 | \$299,297 28 | \$214,563 99 |
| Total expenses, | 901 70 | — | 1,792 94 | 15,180 50 ^c | 6,471 67 |
| Interest on funded and other debts, | — | — | 848,063 17 | 142,000 00 | 68,520 00 |
| Rentals, taxes, etc., | — | — | — | 40,917 28 ^d | 250 00 |
| Net divisible income, | 74,764 08 | — | 150,000 00 | 101,199 50 | 139,322 32 |
| Amount of dividends declared, | 72,000 00 | — | 150,000 00 | 98,400 00 | 135,000 00 |
| Percentage of dividends declared, | 9.0 | — | 3.0 | 4.0 | 9.0 |
| Surplus for the year, | 2,764 08 | — | — | 2,799 50 | 4,322 32 |
| Total surplus, June 30, 1905, | 169,002 67 ^e | \$77,046 30 | 1,049,039 18 ^f | 1,558,118 45 | 526,626 64 |

* Leased to and operated by ¹ Boston & Maine, ² New York, New Haven & Hartford, ³ Central Vermont.

† This road is virtually owned by the Boston & Maine, and its earnings and expenses are included in the return of that company.

^a Common, \$20,000,000; preferred, \$5,000,000.^b Including \$1,500,000 underlying first mortgage debt of the New York & New England R.R. Co., subject to which the New England holds its title.^c Crediting \$1,400,590.17 (\$1,364,632.35, premiums on consolidated mortgage bonds; \$35,957.22, closing account Nor. & New York Trans. Co.) and deducting \$315,550.99 deficit June 30, 1904.^d Including \$15,000, contribution to sinking fund.^e Rental paid Holyoke & Westfield Railroad Co.

Tabulated Statements from Returns of Railroad Corporations — Continued.

| LEASED RAILROADS.* | 37.—NORTH BROOKFIELD. ¹ | 38.—NORWICH & WORCESTER. ² | 39.—OLD COLONY. ² | 40.—PITTSFIELD & NORTH ADAMS. ¹ | 41.—PLYMOUTH & MIDDLEBOROUGH. ² |
|-------------------------------------|---------------------------------------|--|------------------------------|---|---|
| ASSETS. | | | | | |
| Construction, | \$100,000 00 | \$3,983,816 51 | \$30,575,135 25 | \$438,752 57 | \$305,000 00 |
| Equipment, | — | 179,750 67 | 3,161,518 83 | 11,247 43 | — |
| Other permanent property, | — | 678,107 08 | 1,484,404 15 | — | — |
| Cash and current assets, | 583 31 | 103,902 95 | 499,682 27 | — | — |
| Other assets and property, | — | 450,869 65 | 3,268,072 18 | — | — |
| GROSS ASSETS, | 100,583 31 | 5,396,446 86 | 38,988,812 68 | 450,000 00 | 305,000 00 |
| LIABILITIES. | | | | | |
| Capital stock, | \$100,000 00 | \$3,006,600 00 ³ | \$17,880,125 00 ⁴ | \$450,000 00 | \$80,000 00 |
| Funded debt, | — | 1,200,000 00 | 15,511,200 00 | — | 225,000 00 |
| Current and accrued liabilities, | — | 79,758 00 | 1,733,541 45 | — | — |
| GROSS LIABILITIES, | 100,000 00 | 4,286,358 00 | 35,124,866 45 | 450,000 00 | 305,000 00 |
| INCOME, EXPENDITURES, ETC. | | | | | |
| Total income from all sources, | \$3,014 93 | \$290,845 75 | \$1,892,676 11 | \$22,500 00 | — |
| Total expenses, | — | 2,801 41 | 6,558 11 | — | — |
| Interest on funded and other debts, | — | 48,000 00 | 635,120 00 | — | — |
| Rentals, taxes, etc., | 486 73 | — | — | — | — |
| Net divisible income, | 2,528 20 | 240,044 34 | 1,250,998 00 | 22,500 00 | — |
| Amount of dividends declared, | 2,500 00 | 240,000 00 | 1,250,998 00 | 22,500 00 | — |
| Percentage of dividends declared, | 2.5 | 8.0 | 7.0 | 5.0 | — |
| Surplus for the year, | 28 20 | 44 34 | — | — | — |
| Total surplus, June 30, 1905, | 583 31 | 1,110,088 86 ⁵ | 3,863,946 23 ⁶ | — | — |

* Leased to and operated by ¹ Boston & Albany (New York Central & Hudson River, lessee), ² New York, New Haven & Hartford.³ Common, \$6,600; preferred, \$3,000,000.⁴ Including "common stock liability" of \$8,725.⁵ Including \$3,096,619.04 for premiums received on sale of stock and bonds.⁶ Debiting \$122,352.

Tabulated Statements from Returns of Railroad Corporations — Continued.

| LEASED RAILROADS.* | 42.—PROVIDENCE & SPRINGFIELD. ¹ | 43.—PROVIDENCE, WEBSTER & SPRINGFIELD. ² | 44.—PROVIDENCE & WORCESTER. ¹ | 45.—RHODE ISLAND & MASSACHUSETTS. [†] | 46.—STOCKBRIDGE & PITTSFIELD. ¹ |
|---|---|---|---|---|---|
| ASSETS. | | | | | |
| Construction, | \$1,267,450 00 | \$247,361 12 | \$4,276,250 00 | \$112,321 13 | \$448,700 00 |
| Equipment, | — | — | 828,887 40 | — | — |
| Other permanent property, | — | — | — | — | 2,550 00 |
| Cash and current assets, | 29 12 | 2,018 00 | 119,908 41 | — | 1,255 25 |
| GROSS ASSETS, | 1,267,479 12 | 249,379 12 | 5,225,045 81 | 112,321 13 | 452,505 25 |
| LIABILITIES. | | | | | |
| Capital stock, | \$517,450 00 | \$160,000 00 | \$3,500,000 00 | \$100,000 00 | \$448,700 00 |
| Funded debt, | 750,000 00 | — | 1,500,000 00 | — | — |
| Current and accrued liabilities, | — | 63,090 39 | — | — | — |
| GROSS LIABILITIES, | 1,267,450 00 | 223,090 39 | 5,000,000 00 | 100,000 00 | 448,700 00 |
| INCOME, EXPENDITURES, ETC. | | | | | |
| Total income from all sources, | \$58,198 98 | \$7,207 33 | \$417,459 09 | — | \$27,429 50 |
| Total expenses, | — | 15 | 9,842 03 | — | 404 00 |
| Interest on funded and other debts, | 37,500 00 | 2,591 36 | 60,000 00 | — | — |
| Rentals, taxes, etc., | — | 471 46 | — | — | — |
| Net divisible income, | 20,698 98 | 4,144 36 | 347,617 06 | — | 27,025 50 |
| Amount of dividends declared, | 20,698 00 | — | 350,000 00 | — | 33,652 50 |
| Percentage of dividends declared, | 4.0 | — | 10.0 | — | 7.5 |
| Surplus for the year, | 98 | 4,144 36 | 2,382 94 ^d | — | 6,627 00 ^d |
| Total surplus, June 30, 1905, | 29 12 | 26,288 73 | 225,045 81 | \$12,321 13 ³ | 3,805 25 |

* Leased to and operated by ¹New York, New Haven & Hartford, ²Boston & Albany (New York Central & Hudson River, lessee).

† This road is virtually owned by the New York, New Haven & Hartford Railroad Company, and its earnings and expenses are included in the return of that company.

³ Debiting \$2,500, accrued rental charged off.

^d Deficit.

Tabulated Statements from Returns of Railroad Corporations—Concluded.

| LEASED RAILROADS.* | | 47.—STONY BROOK. ¹ | 48.—VERMONT & MASSACHUSETTS. ¹ | 49.—WARE RIVER. ² | 50.—WEST STOCKBRIDGE. [†] | 51.—WORCESTER, NASHUA & ROCHESTER. ¹ |
|-------------------------------------|---|----------------------------------|--|---------------------------------|---------------------------------------|---|
| ASSETS. | | | | | | |
| Construction, | . | \$276,601 19 | \$3,334,940 82 | \$1,115,163 82 | \$39,600 00 | \$4,138,584 99 |
| Equipment, | . | 21,492 38 | 261,233 64 | — | — | 415,336 03 |
| Other permanent property, | . | — | 2,719,881 34 | — | — | — |
| Cash and current assets, | . | 767 06 | 13,140 50 | — | — | 74,716 30 |
| GROSS ASSETS, | . | 298,860 63 | 6,329,196 30 | 1,115,163 82 | 39,600 00 | 4,628,637 32 |
| LIABILITIES. | | | | | | |
| Capital stock, | . | \$300,000 00 | \$3,193,000 00 | \$750,000 00 | \$39,600 00 | \$3,099,800 00 |
| Funded debt, | . | — | 772,000 00 | — | — | 1,776,000 00 |
| Current and accrued liabilities, | . | — | 13,140 50 | 365,163 82 | — | 31,780 00 |
| GROSS LIABILITIES, | . | 300,000 00 | 3,978,140 50 | 1,115,163 82 | 39,600 00 | 4,907,580 00 |
| INCOME, EXPENDITURES, ETC. | | | | | | |
| Total income from all sources, | . | \$21,500 00 | \$194,580 00 | \$52,500 00 | — | \$250,163 74 |
| Total expenses, | . | 381 75 | 3,000 00 | — | — | 2,381 61 |
| Interest on funded and other debts, | . | — | — | — | — | 71,040 00 |
| Rentals, taxes, etc., | . | — | — | — | — | — |
| Net divisible income, | . | 21,118 25 | 191,580 00 | 52,500 00 | — | 176,742 13 |
| Amount of dividends declared, | . | 21,000 00 | 191,580 00 | 52,500 00 | — | 176,203 00 |
| Percentage of dividends declared, | . | 7.0 | 6.0 | 7.0 | — | 5.75 ⁴ |
| Surplus for the year, | . | 118 25 | — | — | — | 539 13 |
| Total surplus, June 30, 1905, | . | 1,139 37d | 2,351,055 80 ³ | — | — | 278,942 68d |

* Leased to and operated by ¹ Boston & Maine, ² Boston & Albany (New York Central & Hudson River, lessee).

† This road is virtually owned by the New York, New Haven & Hartford Railroad Company, and its earnings and expenses are included in the return of that company.

³ Crediting \$47,966.09, betterments to road by Fitchburg Railroad Company.⁴ On 30,644 shares capital stock.

d Deficit.

COMPARATIVE AND SUMMARY STATEMENTS

COMPILED FROM

Returns of Railroad Corporations.

COMPARISON OF RETURNS FOR THE YEARS 1904 AND 1905.

| MILEAGE, ASSETS, ETC. | 1904. | 1905. | Increase. | Decrease. |
|---|------------------------------|------------------------------|-----------------|---------------|
| Description of Road Owned. | Miles. | Miles. | Miles. | Miles. |
| Length of road and branches, | 3,791.320 ¹ | 3,787.850 ⁶ | - | 3.470 |
| in Massachusetts, | 2,108.420 | 2,105.100 | - | 3.320 |
| Length of second track,* | 1,518.687 | 1,528.287 | 9.600 | - |
| in Massachusetts, | 943.947 | 949.957 | 6.010 | - |
| Length of side track, | 2,323.367 ² | 2,338.347 ⁷ | 14.980 | - |
| in Massachusetts, | 1,437.937 | 1,435.087 | - | 2.850 |
| Total length as single track, | 7,633.374 ³ | 7,654.484 ³ | 21.110 | - |
| in Massachusetts, | 4,490.304 | 4,490.144 | - | .160 |
| Assets. | | | | |
| Construction, | \$287,892,759 18 | \$292,366,558 13 | \$4,473,798 95 | - |
| Equipment, | 41,205,887 11 | 44,900,313 70 | 3,694,426 59 | - |
| Lands, | 1,517,411 91 | 1,521,457 48 | 4,045 57 | - |
| Stocks in other companies, | 46,797,635 82 | 63,763,533 92 | 16,965,898 10 | - |
| Bonds of other companies, | 13,017,087 48 | 14,756,155 97 | 1,739,068 49 | - |
| Other permanent property, | 2,582,634 36 | 2,368,327 78 | - | \$214,306 58 |
| <i>Total permanent investments,</i> | 393,013,415 86 | 419,676,346 98 | 26,662,931 12 | - |
| Cash on hand, | 7,657,771 42 | 7,851,616 34 | 193,844 92 | - |
| Bills receivable, | 4,502,616 23 | 1,294,673 14 | - | 3,207,943 09 |
| Other current assets, | 24,031,055 28 | 27,133,577 13 | 3,102,521 85 | - |
| <i>Total cash and current assets,</i> | 36,191,442 93 | 36,279,866 61 | 88,423 68 | - |
| Materials and supplies, | 7,043,221 16 | 7,269,311 83 | 226,090 67 | - |
| All other assets, | 29,748,036 05 | 21,485,155 24 | 737,119 19 | - |
| <i>Total miscellaneous assets,</i> | 27,791,257 21 | 28,754,467 07 | 963,209 86 | - |
| <i>Gross Assets,</i> | \$456,996,116 00 | \$484,710,680 66 | \$27,714,564 66 | - |
| Profit and loss balance (deficit), | 1,550,380 54 | 1,203,390 92 | - | \$346,989 62 |
| <i>Total as per balance sheet,</i> | \$458,546,496 54 | \$485,914,071 58 | \$27,367,575 04 | - |
| Liabilities. | | | | |
| Capital stock, common, | \$208,914,085 72 | \$209,714,085 72 | \$800,000 00 | - |
| preferred, | 28,509,800 00 | 28,509,800 00 | - | - |
| <i>Total capital stock,</i> | 237,423,885 72 | 238,223,885 72 | 800,000 00 | - |
| Funded debt, | 152,841,358 41 | 159,098,293 91 | 6,256,935 50 | - |
| Real estate mortgages, | 683,300 00 | 683,300 00 | - | - |
| Current liabilities, | 21,513,406 41 | 38,759,169 25 | 17,245,762 84 | - |
| Accrued liabilities, | 4,131,914 74 | 4,312,647 50 | 190,732 76 | - |
| <i>Total indebtedness,†</i> | 179,169,979 56 | 202,863,410 66 | 23,693,431 10 | - |
| <i>Gross Liabilities,</i> | \$416,593,865 28 | \$441,087,296 38 | \$24,493,431 10 | - |
| Profit and loss balance (surplus), | 41,952,631 26 | 44,826,775 20 | 2,874,143 94 | - |
| <i>Total as per balance sheet,</i> | \$458,546,496 54 | \$485,914,071 58 | \$27,367,575 04 | - |
| Income. | | | | |
| From passengers, | \$36,944,760 37 ⁴ | \$37,599,848 39 ⁸ | \$655,088 02 | - |
| mails, | 1,512,386 01 | 1,518,044 58 | 5,658 57 | - |
| express, | 2,948,115 18 | 3,193,217 16 | 245,101 98 | - |
| extra baggage and storage, | 382,625 03 | 370,923 21 | - | \$11,701 82 |
| other passenger service, | 1,460,446 58 | 1,669,108 47 | 208,661 89 | - |
| <i>Total passenger revenue,</i> | 43,248,333 17 | 44,351,147 81 ⁹ | 1,102,808 64 | - |
| From freight, | 49,917,830 83 | 52,304,265 34 | 2,386,434 51 | - |
| other freight service, | 1,082,978 85 | 1,135,175 04 | 52,196 19 | - |
| <i>Total freight revenue,</i> | 51,000,809 68 | 53,439,440 38 | 2,438,630 70 | - |
| Other earnings from operation, | 1,031,205 15 | 1,108,642 69 | 77,437 54 | - |
| <i>Total earnings from operation,</i> | 95,280,348 00 ⁵ | 98,899,224 88 ⁹ | 3,618,876 88 | - |
| Rentals from lease of road, | 11,056,595 20 | 10,881,486 06 | - | 175,109 14 |
| Income from other sources, | 1,754,656 30 | 2,062,093 22 | 307,436 92 | - |
| <i>Gross Income,</i> | \$108,091,599 50 | \$111,842,804 16 | \$3,751,204 66 | - |

* Including third and fourth main track.

† Exclusive of sinking and other special funds.

¹ Includes 18,340 miles electric street railway owned by the Boston & Maine.² Includes .950 of a mile electric street railway owned by the Boston & Maine.³ Includes electric street railway owned by the Boston & Maine.⁴ Includes \$169,835 70 earnings from passengers on electric street railways operated by the Boston & Maine.⁵ Includes \$170,334.44 earnings on electric street railways operated by the Boston & Maine.⁶ Includes 18,100 miles electric street railway owned by the Boston & Maine.⁷ Includes 1.150 miles electric street railway owned by the Boston & Maine.⁸ Includes \$200,639.27 earnings from passengers on electric street railways operated by the Boston & Maine.⁹ Includes \$201,139.56 earnings on electric street railways operated by the Boston & Maine.

COMPARISON OF RETURNS, ETC. — Concluded.

| EXPENDITURES, ETC. | 1904. | 1905. | Increase. | Decrease. |
|--|------------------------------|------------------------------|-----------------------|--------------|
| Expenditures. | | | | |
| Operating expenses, . . . | \$69,145,284 60 ¹ | \$71,393,485 26 ⁷ | \$2,248,200 66 | - |
| Interest on debt and loans, . . | 6,526,802 91 | 7,119,751 44 | 592,948 53 | - |
| Taxes, | 5,102,355 01 | 5,355,353 89 | 252,998 88 | - |
| Rentals paid, | 12,237,053 59 | 11,939,953 04 | - | \$297,100 55 |
| Other charges on income, . . . | 258,743 42 | 354,994 57 | 96,251 15 | - |
| Total charges on income, . . . | 24,124,954 93 | 24,770,052 94 | 645,098 01 | - |
| Dividends paid, | 14,985,815 50 | 15,431,929 50 | 446,114 00 | - |
| <i>Gross Expenditures, . . .</i> | <i>\$103,256,055 03</i> | <i>\$111,595,467 70</i> | <i>\$3,339,412 67</i> | <i>-</i> |
| Condensed Exhibit for the Year. | | | | |
| Gross earnings from operation, . | \$95,280,348 00 ² | \$98,899,224 88 ² | \$3,618,876 88 | - |
| Operating expenses, | 69,145,284 60 ² | 71,393,485 26 ² | 2,248,200 66 | - |
| Net earnings from operation, . . | 26,135,063 40 | 27,505,739 62 | 1,370,676 22 | - |
| Income from all other sources, . . | 12,811,251 50 | 12,943,579 28 | 132,327 78 | - |
| Total income above operating expenses, | 38,946,314 90 | 40,449,318 90 | 1,503,004 00 | - |
| Interest, taxes and other charges, . | 24,124,954 93 | 24,770,052 94 | 645,098 01 | - |
| Net divisible income, | 14,821,359 97 | 15,679,265 96 | 857,905 99 | - |
| Amount of dividends declared, . . | 14,985,815 50 | 15,431,929 50 | 446,114 00 | - |
| <i>Surplus for the year, . . .</i> | <i>\$164,455 53d</i> | <i>\$247,336 46</i> | <i>\$411,791 99</i> | <i>-</i> |
| Percentage of dividend earned, . . | 6.24 | 6.58 | 0.34 | - |
| of dividend declared, | 6.31 | 6.48 | 0.17 | - |
| Volume of Traffic. | | | | |
| Miles run by passenger trains, . . | 31,791,218 | 31,462,200 | - | 329,018 |
| by freight trains, | 18,993,842 | 19,225,188 | 231,346 | - |
| by mixed trains, | 341,814 | 391,264 | 49,450 | - |
| by other trains, | 17,874,984 | 16,565,460 | - | 1,309,524 |
| Total train mileage, | 69,001,858 | 67,644,112 | - | 1,357,746 |
| Total passengers carried, | 124,483,665 ³ | 127,439,568 ³ | 2,955,901 | - |
| passenger mileage, | 2,133,524,260 ⁴ | 2,205,586,782 ⁴ | 72,062,522 | - |
| Total tons of freight hauled, . . . | 43,727,514 | 45,874,649 | 2,147,135 | - |
| freight mileage, | 3,945,026,293 | 4,234,491,283 | 289,464,990 | - |
| Equipment, etc. | | | | |
| Locomotives, | 2,390 | 2,528 | 138 | - |
| Passenger cars, | 3,508 | 3,528 | 20 | - |
| Baggage and mail cars, | 654 | 656 | 32 | - |
| Freight cars (basis 8 wheels), . . | 37,938 | 37,009 | - | 929 |
| All other cars, | 1,887 | 1,947 | 60 | - |
| Stock held in Massachusetts, . . | \$128,102,900 00 | \$129,055,425 00 | \$952,525 00 | - |
| Total number of stockholders, . . | 50,827 | 50,691 | - | 136 |
| in Massachusetts, | 36,828 | 36,201 | - | 627 |
| Average number of employees, . . | 60,156 | 61,564 | 1,408 | - |
| Total miles of road operated, . . | 4,935.670 ⁵ | 4,962.100 ⁵ | 26.430 | - |
| in Massachusetts, | 2,131.190 | 2,127.870 | - | 3.320 |
| Total miles of track operated, . . | 9,390.834 ⁶ | 9,473.624 ¹⁰ | 82.790 | - |
| in Massachusetts, | 4,526.424 | 4,526.264 | - | .160 |
| Highway crossings at grade,* . . . | 1,922 | 1,903 | - | 19 |
| protected, | 1,103 | 1,099 | - | 4 |
| unprotected, | 819 | 804 | - | 15 |

* In Massachusetts.

d Deficit.

¹ Includes \$179,362.56 for electric street railways operated by the Boston & Maine.² Includes earnings and expenses of electric street railways operated by the Boston & Maine.³ Includes 2,567,868 passengers carried on electric street railways operated by Boston & Maine.⁴ Does not include mileage of passengers carried on electric street railways operated by the Boston & Maine.⁵ Includes 46,220 miles electric street railway operated by the Boston & Maine.⁶ Includes 49,620 miles electric street railway operated by the Boston & Maine.⁷ Includes \$185,592.83 for electric street railways operated by the Boston & Maine.⁸ Includes 3,205,299 passengers carried on electric street railways operated by the Boston & Maine.⁹ Includes 45,980 miles electric street railway operated by the Boston & Maine.¹⁰ Includes 49,560 miles electric street railway operated by the Boston & Maine.

| | | | | | | | |
|---|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Amount of dividends declared, | 12,143,749 00 | 12,498,946 91 | 13,049,306 39 | 13,201,263 50 | 13,495,188 50 | 14,985,815 50 | 15,431,929 50 |
| Gross income from all sources, | 83,510,632 05 | 90,190,635 45 | 94,307,564 70 | 99,375,022 17 | 105,641,062 51 | 108,091,599 50 | 111,842,804 16 |
| Gross expenditures, | 82,850,800 33 | 89,023,862 44 | 93,827,244 19 | 98,757,944 57 | 105,357,222 76 | 108,256,055 03 | 111,935,467 70 |
| <i>Surplus for the year,</i> | 654,831 12 | 1,166,773 01 | 480,320 51 | 617,077 60 | 283,779 75 | 164,455 532 | 247,336 46 |
| Percentage of dividends earned, of dividends declared, | 6.00 | 6.32 | 6.40 | 6.56 | 5.97§ | 6.24 | 6.58 |
| | 5.69 | 5.78 | 6.20 | 6.26 | 5.98§ | 6.31 | 6.48 |
| Stock held in Massachusetts, | \$121,766,200 00 | \$124,170,600 00 | \$119,748,430 00 | \$119,816,300 00 | \$122,339,300 00 | \$128,102,900 00 | \$123,055,425 00 |
| Total number of stockholders, in Massachusetts, | 48,534 | 49,672 | 48,431 | 48,544 | 49,898 | 50,827 | 50,691 |
| | 35,903 | 36,388 | 35,113 | 35,098 | 35,913 | 36,828 | 36,201 |
| Volume of Traffic. | | | | | | | |
| Miles run by passenger trains, | 27,749,110 | 28,121,098 | 28,415,913 | 29,536,169 | 30,817,100 | 31,791,218 | 31,462,200 |
| by freight trains, | 17,691,324 | 17,382,575 | 16,288,353 | 16,916,440 | 18,198,160 | 18,993,842 | 19,255,188 |
| by mixed trains, | 180,401 | 306,926 | 448,627 | 460,473 | 433,236 | 341,814 | 391,264 |
| <i>Total revenue-train mileage,</i> | 45,621,035 | 45,900,539 | 45,152,893 | 46,913,082 | 49,448,496 | 51,126,874 | 51,071,652 |
| Miles run by other trains, | 10,887,514 | 13,151,881 | 15,888,988 | 17,092,739 | 18,031,805 | 17,874,984 | 16,565,400 |
| <i>Total train mileage,</i> | 56,508,549 | 59,052,420 | 61,041,881 | 63,945,821 | 67,480,301 | 69,001,8582 | 67,644,1122 |
| Passengers carried, | 102,043,980 | 108,768,303 | 108,758,528 | 115,645,897 | 123,162,793 | 124,483,6653 | 127,489,5664 |
| Average length of journey (miles), | 16.82 | 17.08 | 17.09 | 17.14 | 17.16 | 17.492 | 17.752 |
| <i>Total passenger mileage,</i> | 1,716,081,605 | 1,858,253,279 | 1,859,200,923 | 1,982,170,406 | 2,112,874,965 | 2,133,524,3602 | 2,205,586,7822 |
| Average fare per mile (cents), | 1.77 | 1.75 | 1.75 | 1.73 | 1.73 | 1.722 | 1.702 |
| Passengers to and from Boston, | 49,174,631 | 52,334,148 | 51,669,032 | 53,592,206 | 55,236,722 | 56,415,252 | 57,813,055 |
| Tons of freight hauled, | 36,228,084 | 40,316,711 | 39,463,814 | 41,440,170 | 43,992,978 | 43,727,514 | 45,874,649 |
| Average length of haul (miles), | 88.65 | 85.81 | 89.07 | 86.70 | 89.31 | 80.92 | 92.31 |
| <i>Total freight mileage,</i> | 3,211,043,434 | 3,459,439,263 | 3,515,066,493 | 3,592,963,892 | 3,928,993,919 | 3,945,026,293 | 4,294,491,283 |
| Average rate per ton mile (cents), | 1.18 | 1.22 | 1.20 | 1.24 | 1.23 | 1.27 | 1.14 |
| Equipment. | | | | | | | |
| Number of employees, | 51,881 | 53,045 | 53,564 | 56,398 | 58,888 | 60,156 | 61,564 |
| of locomotives, | 2,091 | 2,102 | 2,169 | 2,202 | 2,277 | 2,390 | 2,628 |
| of passenger cars, | 3,144 | 3,161 | 3,255 | 3,263 | 3,238 | 3,508 | 3,638 |
| of baggage, express and mail cars, | 582 | 610 | 666 | 627 | 650 | 654 | 686 |
| of freight cars (basis 8 wheels), | 33,925 | 34,292 | 33,301 | 33,492 | 34,325 | 37,838 | 37,009 |
| of all other cars, | 1,837 | 1,960 | 1,850 | 1,801 | 1,865 | 1,887 | 1,947 |

* Including third and fourth main track.

§ Not including instalments on common stock to be issued.

1 Includes electric street railways operated by the Boston & Maine.

2 Does not include electric street railways operated by the Boston & Maine.

4 Includes 3,205,299 passengers carried on electric street railways operated by the Boston & Maine.

† Exclusive of sinking and other special funds.

‡ Includes sinking and other special funds.

d Deficit.

TABULATED STATEMENTS

COMPILED FROM THE

Reports of Street Railway Companies

FOR THE

YEAR ENDING SEPTEMBER 30, 1905.

TABULATED STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES.

ASSETS SEPTEMBER 30, 1905.

| RAILWAY COMPANIES. | | 1. — Construc- tion. | 2. — Equipment. | 3. — Land and Buildings. | 4. — Other Permanent Prop- erty. | 5. — Cash and Current Assets. | 6. — Miscel- laneous Assets. | 7. — Gross Assets. |
|--------------------|---|-------------------------|-----------------|-----------------------------|--|-------------------------------------|---------------------------------|-----------------------|
| 1 | (Amesbury & Hampton,) | \$157,258 78 | \$30,597 61 | \$53,071 41 | — | \$22,517 20 | — | \$263,445 00 |
| 2 | (Amesbury & Hampton, (lessee) ¹) | — | — | — | — | — | — | — |
| 3 | Amherst & Sunderland, | 144,546 20 | 43,355 21 | 39,099 45 | — | 2,556 35 | \$4,458 25 | 234,015 46 |
| 4 | Athol & Orange, | 93,914 03 | 37,522 58 | 8,000 00 | \$17,000 00 | 7,097 30 | 750 00 | 164,283 91 |
| 5 | Berkshire, | 1,344,482 10 | 286,845 76 | 471,277 11 | 35,075 55 | 51,299 98 | 25,246 72 | 2,214,227 02 |
| 6 | Blue Hill, | 402,021 92 | 133,693 25 | 111,679 84 | — | 21,081 56 | 8,336 86 | 676,813 44 |
| 7 | Boston & Chelsea, | 121,000 00 | — | — | — | — | — | 121,000 00 |
| 8 | Boston Elevated, | 9,031,994 28 | 1,951,156 08 | 5,479,967 75 | 339,065 91 | 9,649,041 85 | 2,212,009 29 | 28,713,235 16 |
| 9 | Boston & Northern, | 12,498,868 51 | 4,828,740 67 | 3,981,669 29 | 183,573 52 | 526,968 86 | 362,908 62 | 22,382,729 27 |
| 10 | Boston & Revere Electric, | 73,815 23 | 9,919 79 | 4,901 80 | — | — | — | 88,636 82 |
| 11 | Boston & Worcester, | 2,425,348 75 | 526,276 97 | 760,267 33 | — | 138,502 28 | 33,283 93 | 3,883,679 26 |
| 12 | Bristol & Norfolk, | 150,601 90 | 4,972 86 | 6,746 44 | 1,992 94 | 1,737 03 | — | 166,051 17 |
| 13 | Brockton & Plymouth, | 383,036 35 | 102,289 68 | 225,667 35 | 26,000 00 | 30,966 19 | 8,790 28 | 776,749 85 |
| 14 | Citizens' Electric, ² | 323,635 33 | 97,630 04 | 98,283 77 | — | 27,613 44 | 7,820 13 | 554,982 71 |
| 15 | Connecticut Valley, ³ | 797,047 85 | 160,889 91 | 114,799 49 | — | 33,326 47 | 8,089 70 | 1,114,154 42 |
| 16 | Concord, Maynard & Hudson, | 221,435 18 | 85,997 77 | 108,439 34 | — | 14,254 77 | 11,800 57 | 441,927 63 |
| 17 | Conway Electric, | 73,998 18 | 10,996 79 | 9,457 21 | 82,554 22 | 3,794 76 | 208 27 | 181,009 43 |
| 18 | Cottage City & Edgartown Traction, | 45,724 13 | 10,751 09 | 4,745 60 | — | 2,011 36 | 383 01 | 63,615 19 |
| 19 | Dartmouth & Westport, | 299,213 63 | 114,950 71 | 2,028 35 | 20,366 50 | 2,814 09 | 2,413 59 | 441,786 87 |
| 20 | Dedham & Franklin, ³ | 117,033 95 | 21,019 31 | 36,246 74 | — | 611 53 | 787 89 | 175,699 42 |
| 21 | East Middlesex, | 344,518 03 | 102,105 79 | 58,662 11 | — | 1,731 58 | 222 00 | 507,239 51 |
| 22 | East Taunton, | 148,299 57 | 21,846 52 | 6,251 02 | — | 498 22 | — | 176,895 33 |
| 23 | Fitchburg & Leominster, | 806,263 82 | 197,874 05 | 140,651 49 | 83,107 07 | 18,261 96 | 42,902 42 | 1,289,060 81 |
| 24 | Gardner, Westminster & Fitchburg, | 238,061 52 | 59,830 01 | 74,064 02 | 22,907 94 | 5,079 80 | 7,626 19 | 407,569 48 |
| 25 | Georgetown, Rowley & Ipswich, ³ | 364,385 37 | 86,629 22 | 89,686 27 | — | 10,595 74 | 4,900 12 | 556,196 72 |
| 26 | Greenfield, Deerfield & Northamp., ³ | 286,911,56 | 65,285 62 | 19,270 37 | — | 10,669 93 | 1,406 79 | 383,604 27 |

| | | | | | | | | |
|----|--|------------|------------|------------|-----------|-----------|-----------|--------------|
| 26 | Greenfield & Turner's Falls,* ⁴ | 228,711 41 | 34,587 62 | 45,957 67 | - | 1,699 26 | 2,500 00 | 313,455 96 |
| 27 | Hampshire, | 60,058 38 | - | - | - | 5,240 16 | - | 65,298 54 |
| 28 | Hampshire & Worcester, ⁵ | 211,168 17 | 41,059 69 | 66,574 88 | - | 8,402 18 | 7,150 00 | 334,354 92 |
| 29 | Hampshire & Worcester (receiver), | - | - | - | - | 87 67 | - | 87 67 |
| 29 | Hartford & Worcester, ⁶ | - | - | - | - | 30,000 00 | - | 30,000 00 |
| 30 | Haverhill & Amesbury, | 667,935 22 | 141,874 10 | 56,801 45 | - | 6,416 50 | 5,677 54 | 878,704 81 |
| 31 | Haverhill & Boxford, ⁶ | 10,504 10 | - | - | - | 495 90 | - | 11,000 00 |
| 32 | Haverhill, Georgetown & Danvers,* ⁷ | 100,429 13 | 21,420 88 | 5,925 00 | - | 4,808 41 | 3,370 93 | 135,554 35 |
| 33 | Haverhill & Plaistow, | 67,929 16 | 20 31 | - | - | 8,210 53 | - | 76,160 00 |
| 33 | Haverhill & Plaistow (lessee), ¹ | - | - | - | - | - | - | - |
| 34 | Haverhill & Southern New Hamp., | 164,535 44 | 56,763 23 | - | - | 6,226 05 | - | 227,524 72 |
| 35 | Holyoke, | 784,599 75 | 316,869 62 | 390,765 43 | 34,000 00 | 47,082 72 | 24,073 74 | 1,597,391 26 |
| 36 | Hoosac Valley, | 613,810 66 | 148,548 96 | 207,561 84 | 23,368 28 | 7,837 09 | 398 93 | 1,001,545 76 |
| 37 | Horse Neck Beach, ⁸ | 35,199 65 | 287 65 | 1,200 00 | 100 00 | - | - | 36,787 30 |
| 38 | Interstate Consolidated, | 246,781 08 | 1,218 92 | 27,000 00 | - | 37,979 62 | - | 312,979 62 |
| 39 | Lawrence & Methuen, | 288,382 02 | 64,267 60 | - | - | 8,980 41 | - | 361,639 03 |
| 40 | Leominster, Shirley & Ayer,* ⁹ | 223,420 42 | 7,959 11 | 19,436 68 | - | 9,072 83 | 2,159 68 | 262,048 72 |
| 41 | Lexington & Boston, | 659,478 43 | 316,645 75 | 234,110 58 | - | 16,895 20 | 19,991 83 | 1,247,121 79 |
| 42 | Linwood, | 5,671 94 | 14,441 59 | - | - | 986 37 | 289 17 | 21,369 07 |
| 43 | Lowell, Acton & Maynard, | 47,433 81 | - | - | - | 674 40 | 5,100 00 | 53,208 21 |
| 44 | Lowell & Fitchburg, ⁸ | 150,809 44 | - | 17,886 85 | - | - | - | 168,706 29 |
| 45 | Lowell & Pelham, | 55,292 74 | 41,953 97 | - | - | - | - | 97,246 71 |
| 46 | Lowell & Woburn, ¹⁰ | 75,496 98 | 20,811 50 | 10,892 60 | - | 131 68 | - | 107,332 76 |
| 47 | Maplewood & Danvers, ⁶ | 18,665 00 | - | - | - | 335 00 | - | 19,000 00 |
| 48 | Marlborough & Westborough, | 215,081 57 | 61,892 50 | 84,560 67 | 15,648 71 | 2,364 08 | 2,080 42 | 382,227 95 |
| 49 | Martha's Vineyard, | 8,000 00 | - | - | - | - | - | 8,000 00 |
| 50 | Medfield & Medway, | 215,538 67 | 21,320 03 | 1,352 39 | - | 326 55 | - | 238,537 64 |

¹ Exeter, Hampton & Amesbury of New Hampshire. ² Formerly the Northampton & Amherst, a consolidation of the Greenfield, Deerfield & Northampton, the Greenfield & Turner's Falls and the Northampton & Amherst.

⁴ Consolidated with the Northampton & Amherst March 31, 1905.

⁵ Obtained a certificate of incorporation but has not commenced the construction of its railway.

⁶ Consolidated with Georgetown, Rowley & Ipswich March 25, 1905.

⁷ Consolidated with Fitchburg & Leominster April 30, 1905.

⁸ Purchaser of the Lowell & Boston at receivers' sale.

⁹ Purchaser of the Lowell & Boston at receivers' sale.

¹⁰ Purchaser of the Lowell & Boston at receivers' sale.

Tabulated Statements from Reports of Street Railway Companies — Continued.

| RAILWAY COMPANIES. | | ASSETS SEPTEMBER 30, 1905 — Concluded. | | | | | | |
|--------------------|--|--|-----------------|-----------------------------|--|-------------------------------------|---------------------------------|-----------------------|
| | | 1. — Construc- tion. | 2. — Equipment. | 3. — Land and Buildings. | 4. — Other Permanent Prop- erty. | 5. — Cash and Current Assets. | 6. — Miscel- laneous Assets. | 7. — Gross Assets. |
| 51 | Milford, Attleboro' & Woonsocket, | \$387,659 75 | \$91,400 46 | \$87,337 81 | \$31,414 86 | \$27,841 91 | — | \$625,654 79 |
| 52 | Milford & Uxbridge, | 491,911 38 | 194,493 06 | 224,512 75 | 28,479 74 | 9,848 39 | \$12,833 31 | 962,078 63 |
| 53 | Mount Tom, | 58,216 46 | 4,900 00 | 36,883 54 | — | 772 78 | — | 100,772 78 |
| 54 | Nahant & Lynn, | 139,404 05 | 25,150 76 | 10,844 26 | 432 18 | — | — | 175,831 25 |
| 55 | Natick & Cohituate, | 160,437 19 | 99,619 26 | 32,079 12 | — | 38,379 45 | 21 21 | 330,536 23 |
| 56 | New Bedford & Onset, | 570,983 91 | 96,250 42 | 196,400 88 | — | 20,873 46 | 2,703 46 | 887,212 13 |
| 57 | Newton, | 953,346 20 | 534,686 11 | 255,239 57 | — | 168,416 32 | 28,401 70 | 1,940,099 90 |
| 58 | Newton & Boston, | 206,747 76 | 129,031 34 | 197,862 48 | — | 7,649 81 | 8,722 91 | 550,014 30 |
| 59 | Newtonville & Watertown, | 108,564 94 | — | — | — | 3,233 10 | — | 111,798 04 |
| 60 | Norfolk & Bristol, | 265,746 04 | 53,517 43 | 80,896 61 | — | 4,560 22 | 2,663 19 | 407,383 49 |
| 61 | Northampton, | 393,339 53 | 168,823 42 | 158,319 55 | 2,010 76 | 13,097 39 | 9,222 64 | 744,813 29 |
| 62 | North End, | 100,480 28 | 51,355 04 | 13,674 76 | — | 597 22 | — | 166,107 30 |
| 63 | Norton & Taunton, | 477,556 45 | 71,873 66 | 78,259 06 | — | 1,931 74 | 6,103 30 | 635,724 21 |
| 64 | Norwood, Canton & Sharon, | 130,462 04 | 20,994 61 | 8,193 21 | — | 3,508 02 | 1,362 85 | 164,520 73 |
| 65 | Old Colony, | 9,336,996 66 | 2,532,281 47 | 3,364,185 32 | 230,981 59 | 424,004 78 | 300,465 86 | 16,188,915 68 |
| 66 | Pittsfield Electric, | 366,742 44 | 101,634 56 | 61,709 73 | — | 13,133 48 | — | 543,220 21 |
| 67 | Plymouth County, ¹ | 3,300 00 | — | — | — | 8,388 00 | 812 00 | 12,500 00 |
| 68 | Plymouth, Carver & Wareham, ¹ | 2,286 50 | — | — | — | 27,963 28 | — | 30,249 78 |
| 69 | Plymouth & Sandwich, | 51,989 82 | 9,227 17 | 3,374 64 | — | 2,282 09 | — | 66,873 72 |
| 70 | Providence & Fall River, | 252,482 79 | 95,743 93 | 31,831 36 | — | 10,644 45 | 4,584 56 | 395,287 09 |
| 71 | Shelburne Falls & Colrain, | 70,754 88 | 10,686 64 | 26,013 68 | 868 06 | 1,330 83 | 2,861 60 | 112,515 69 |
| 72 | Somerville, | 153,000 00 | — | — | — | — | — | 153,000 00 |
| 73 | Southbridge & Sturbridge, ² | 120,632 46 | 22,544 41 | 9,843 96 | 8,437 06 | 5,161 07 | — | 166,618 96 |
| 74 | South Middlesex (receiver), ³ | 287,407 90 | 80,370 59 | 144,741 33 | 500 00 | 20,917 22 | 10,917 33 | 544,854 37 |
| 75 | Springfield, | 1,994,342 47 | 662,264 19 | 1,127,253 71 | — | 103,996 01 | 7,020 77 | 3,962,877 15 |

| | Springfield & Eastern, Middleborough, Wareham & Buzzard's Bay (receivers), ¹ | 511,801 43 | 119,137 43 | 91,557 13 | 28,614 91 | 19,354 88 | 5,807 07 | 776,272 85 |
|----|--|-----------------|-----------------|-----------------|----------------|-----------------|----------------|------------------|
| 76 | Taunton & Buzzard's Bay, ² | 225,051 88 | 76,615 40 | 9,020 13 | - | - | - | - |
| 77 | Bristol County (receivers), ³ | 193,126 84 | 85,885 91 | 55,661 09 | - | 13,119 24 | - | 323,806 65 |
| 78 | Taunton & Pawtucket, ⁴ | 391,768 98 | - | - | - | 4,087 20 | - | 338,761 04 |
| 79 | Templeton, ⁵ | 792,864 45 | 268,145 57 | 482,054 41 | - | 58,227 31 | 56,789 38 | 391,768 98 |
| 80 | Union, ⁶ | 200,260 08 | 27,713 76 | 16,345 07 | - | 1,025 15 | - | 1,658,081 12 |
| 81 | Uxbridge & Blackstone, ⁷ | 265,540 08 | 14,548 69 | 2,608 26 | - | 36,511 68 | - | 245,344 06 |
| 82 | Waltham, ⁸ | 255,982 37 | 40,726 32 | 66,089 22 | - | 18,992 59 | 11,587 24 | 330,795 95 |
| 83 | Warren, Brookfield & Spencer, ⁹ | 137,010 41 | 12,968 91 | 7,765 76 | - | - | 1,547 48 | 383,337 98 |
| 84 | Webster & Dudley, ¹⁰ | - | - | - | - | - | - | 157,745 08 |
| 85 | Webster (lessee), ¹¹ | 84,915 45 | 60 00 | 200 00 | 60 00 | 1,333 25 | - | - |
| 86 | Westborough & Hopkinton, ¹² | 11,384,616 62 | 8,562,434 93 | 11,429,471 57 | 276,704 30 | 70,567 23 | 1,207,201 98 | 86,568 70 |
| 87 | Western Massachusetts, ¹³ | 538,193 01 | 47,001 84 | 25,334 90 | 990 78 | 3,396 72 | - | 32,931,056 63 |
| 88 | Winnisimmet, ¹⁴ | 50,000 00 | - | - | - | 74 85 | 50 00 | 614,917 25 |
| 89 | Woonsocket (of Rhode Island), ¹⁵ | 409,672 10 | 132,536 28 | 15,596 95 | - | 5,371 75 | - | 50,124 85 |
| 90 | Worcester & Blackstone Valley, ¹⁶ | 268,433 02 | 68,217 69 | 130,077 78 | 8,578 24 | 11,704 99 | 6,332 79 | 563,177 08 |
| 91 | Worcester Consolidated, ¹⁷ | 3,611,880 35 | 1,408,442 26 | 1,284,284 35 | 44,052 89 | 314,257 71 | 143,805 55 | 493,344 51 |
| 92 | Worcester & Holden, ¹⁸ | 232,330 25 | 48,254 93 | 59,846 16 | - | 8,688 58 | 5,566 86 | 6,806,723 11 |
| 93 | Worcester, Roch. & Charl. Dep., ¹⁹ | 109,917 22 | - | - | - | - | - | 354,686 78 |
| 94 | Worcester & Shrewsbury R.R., ²⁰ | 70,803 58 | 52,710 86 | - | - | 3 33 | - | 109,917 22 |
| 95 | Worcester & Shrewsbury St. R'y., ²¹ | 11,700 00 | 8,300 00 | - | - | 22 05 | - | 123,517 77 |
| 96 | Worcester & Southbridge, ²² | 871,073 53 | 187,600 45 | 340,398 25 | 8,437 06 | 57,471 69 | 11,342 74 | 20,022 05 |
| 97 | Worcester & Webster, ²³ | 286,962 20 | 89,026 63 | 144,891 77 | - | 15,000 00 | - | 1,476,323 72 |
| 98 | Woronoco, ²⁴ | 213,865 17 | 86,797 77 | 74,172 51 | 15,680 91 | 2,061 78 | 3,329 12 | 535,880 60 |
| | Totals, ²⁵ | \$73,180,887 86 | \$26,545,307 85 | \$33,359,368 55 | \$1,612,626 72 | \$12,315,705 36 | \$4,728,336 37 | 395,907 26 |
| | | | | | | | | \$151,742,232 71 |

¹ Obtained a certificate of incorporation but has not commenced the construction of its railway.

² Consolidated with the Worcester & Southbridge December 31, 1904.

³ Purchaser of Middleborough, Wareham & Buzzard's Bay at receivers' sale.

⁴ Consolidated Railway of Connecticut.

⁵ Not including the companies marked *, these companies having been consolidated during the year.

⁶ Railway in hands of receiver.

⁷ Purchaser of Bristol County at receivers' sale.

⁸ Railway under construction.

Tabulated Statements from Reports of Street Railway Companies — Continued.

| LIABILITIES SEPTEMBER 30, 1905. | | | | | | | | |
|---------------------------------|--|------------------------|----------------------|---------------------------------|-------------------------------|-------------------------------|--|-----------------------------|
| RAILWAY COMPANIES. | | 8. — Capital Stock. | 9. — Funded Debt. | 10. — Real Estate Mortgages. | 11. — Current Liabilities. | 12. — Accrued Liabilities. | 13. — Sinking and other Special Funds. | 14. — Gross Liabilities. |
| 1 | {Amesbury & Hampton, {Amesbury & Hampton (lessee), ¹ | \$100,000 00 | \$100,000 00 | — | \$48,445 00 | — | \$2,000 00 | \$250,445 00 |
| 2 | Amherst & Sunderland, | 120,000 00 | — | — | 123,225 31 | \$2,008 39 | — | 245,233 70 |
| 3 | Athol & Orange, | 74,500 00 | 60,000 00 | — | — | 750 00 | 1,500 00 | 136,750 00 |
| 4 | Berkshire, | 1,000,000 00 | 1,000,000 00 | — | 129,004 24 | 20,906 19 | — | 2,149,910 43 |
| 5 | Blue Hill, | 300,000 00 | 250,000 00 | — | 161,801 83 | 36 93 | 147 85 | 711,986 61 |
| 6 | Boston & Chelsea, | 121,000 00 | — | — | — | — | — | 121,000 00 |
| 7 | Boston Elevated, | 13,300,000 00 | 7,500,000 00 | — | 903,648 57 | 2,627,340 46 | 1,708,800 76 | 26,039,789 79 |
| 8 | Boston & Northern, | 10,360,000 00 | 9,659,500 00 | — | 2,057,064 25 | 239,558 19 | — | 22,316,122 44 |
| 9 | Boston & Revere Electric, | 50,000 00 | 23,000 00 | — | 27,000 00 | — | — | 100,000 00 |
| 10 | Boston & Worcester, | 1,725,000 00 | 1,717,000 00 | — | 373,595 77 | 46,516 18 | 888 25 | 3,863,000 20 |
| 11 | Bristol & Norfolk, | 100,000 00 | 70,000 00 | — | 13,025 97 | 50 02 | — | 183,075 99 |
| 12 | Brookton & Plymouth, | 295,000 00 | 295,000 00 | — | 165,913 76 | 6,508 16 | 1,013 11 | 763,435 03 |
| 13 | Citizens' Electric, | 240,000 00 | 210,000 00 | — | 68,236 79 | 9,662 25 | — | 527,899 05 |
| 14 | Connecticut Valley, ² | 490,000 00 | 460,000 00 | — | 162,732 92 | 1,303 54 | — | 1,114,036 46 |
| 15 | Concord, Maynard & Hudson, | 175,000 00 | 165,000 00 | — | 98,233 66 | 2,062 50 | — | 440,296 16 |
| 16 | Conway Electric, | 99,950 00 | 35,000 00 | \$10,000 00 | 40,282 62 | 666 40 | — | 185,899 02 |
| 17 | Cottage City & Edgartown Traction, | 60,000 00 | — | — | 3,500 00 | — | — | 63,500 00 |
| 18 | Dartmouth & Westport, | 150,000 00 | 90,000 00 | — | 102,835 60 | 6,958 35 | 16,309 02 | 366,102 97 |
| 19 | Dedham & Franklin, ³ | 75,000 00 | 100,000 00 | — | 6,957 93 | 884 82 | — | 182,842 75 |
| 20 | East Middlesex, | 297,700 00 | 220,000 00 | — | 10 00 | — | — | 517,710 00 |
| 21 | East Taunton, | 110,000 00 | 45,000 00 | — | 1,990 25 | 2,416 18 | — | 159,406 43 |
| 22 | Fitchburg & Leominster, | 450,000 00 | 400,000 00 | — | 416,422 48 | 1,564 41 | — | 1,267,986 89 |
| 23 | Gardner, Westminster & Fitchburg, | 185,000 00 | 150,000 00 | — | 69,407 63 | — | — | 404,407 63 |
| 24 | Georgetown, Rowley & Ipswich, | 240,000 00 | 215,000 00 | — | 103,073 49 | 4,667 17 | — | 562,740 66 |
| 25 | Greenfield, Deerf'd & Northamp., ⁴ | 180,000 00 | 150,000 00 | — | 53,545 25 | — | 1,655 31 | 385,200 56 |

| | | | | | | |
|----|---|------------|------------|------------|-----------|--------------|
| 26 | Greenfield & Turner's Falls, *4. | 130,000 00 | 130,000 00 | 46,133 49 | - | 306,133 49 |
| 27 | Hampshire. | 60,000 00 | 60,000 00 | - | - | 60,000 00 |
| 28 | Hampshire & Worcester, ⁵ | 155,000 00 | 135,000 00 | 74,740 73 | - | 364,740 73 |
| 29 | Hampshire & Worcester (receiver), | - | - | 2,000 00 | - | 2,000 00 |
| 30 | Haverhill & Amesbury, | 150,000 00 | 490,000 00 | 270,935 90 | 10,175 68 | 921,111 58 |
| 31 | Haverhill & Boxford, ⁶ | 11,000 00 | - | - | - | 11,000 00 |
| 32 | Haverhill, Georget'n & Danvers,*7 | 60,000 00 | 35,000 00 | 26,185 17 | 508 85 | 121,694 02 |
| 33 | Haverhill & Plaistow, | 30,000 00 | 30,000 00 | 11,810 00 | - | 71,810 00 |
| 34 | Haverhill & Plaistow (lessee), ¹ | - | - | - | - | - |
| 35 | Holyoke, | 80,000 00 | 80,000 00 | 68,770 00 | - | 228,770 00 |
| 36 | Hoosac Valley, | 400,000 00 | 400,000 00 | 181,161 29 | 35,554 34 | 1,516,715 63 |
| 37 | Horse Neck Beach, ⁸ | 22,710 00 | - | 157,500 00 | - | 957,500 00 |
| 38 | Interstate Consolidated, | 275,000 00 | - | 14,077 30 | - | 36,787 30 |
| 39 | Lawrence & Methuen, | 150,000 00 | 125,000 00 | 86,187 50 | - | 275,000 00 |
| 40 | Leominster, Shirley & Ayer,*9 | 100,000 00 | 100,000 00 | 59,355 10 | 806 25 | 361,187 50 |
| 41 | Lexington & Boston, | 525,000 00 | 350,000 00 | 367,040 26 | 221 54 | 260,161 35 |
| 42 | Linwood, | 12,000 00 | - | 4,866 76 | - | 1,242,261 80 |
| 43 | Lowell, Acton & Maynard, | 20,000 00 | - | 33,573 62 | - | 16,866 76 |
| 44 | Lowell & Fitchburg, ⁸ | 24,000 00 | - | 144,706 29 | - | 53,573 62 |
| 45 | Lowell & Pelham, | 40,000 00 | 40,000 00 | 23,583 90 | - | 168,706 29 |
| 46 | Lowell & Woburn, ¹⁰ | 17,000 00 | 90,000 00 | 1,018 17 | - | 103,583 90 |
| 47 | Maplewood & Danvers, ⁶ | 19,000 00 | - | 73,379 87 | - | 108,018 17 |
| 48 | Marlborough & Westborough, | 160,000 00 | 160,000 00 | - | 3,531 98 | 19,000 00 |
| 49 | Martha's Vineyard, | 8,000 00 | - | 44,758 52 | - | 396,911 85 |
| 50 | Medfield & Medway, | 100,000 00 | 100,000 00 | - | 4,064 13 | 8,000 00 |
| | | | | | | 248,822 65 |

¹ Exeter, Hampton & Amesbury of New Hampshire. ² Formerly the Northampton & Amherst, a consolidation of the Greenfield, Deerfield & Northampton, the Greenfield & Turner's Falls and the Northampton & Amherst.

⁴ Consolidated with the Northampton & Amherst March 31, 1905.

⁶ Obtained a certificate of incorporation but has not commenced the construction of its railway.

⁷ Consolidated with Georgetown, Rowley & Ipswich March 25, 1905.

⁹ Consolidated with Fitchburg & Leominster April 30, 1905.

⁸ Railway placed in hands of receiver January 17, 1905.

¹⁰ Purchaser of the Lowell & Boston at receivers' sale.

Tabulated Statements from Reports of Street Railway Companies—Continued.

| RAILWAY COMPANIES. | | LIABILITIES SEPTEMBER 30, 1905—Concluded. | | | | | | |
|--------------------|--|---|--------------------|-------------------------------|-----------------------------|-----------------------------|--|---------------------------|
| | | 8.—Capital Stock. | 9.—Funded Debt. | 10.—Real Estate Mortgages. | 11.—Current Liabilities. | 12.—Accrued Liabilities. | 13.—Sinking and other Special Funds. | 14.—Gross Liabilities. |
| 51 | Milford, Attleboro' & Woonsocket, | \$315,000 00 | \$250,000 00 | — | \$40,449 13 | — | — | \$605,449 13 |
| 52 | Milford & Uxbridge, | 440,000 00 | 415,000 00 | — | 95,477 27 | \$6,255 11 | — | 956,732 38 |
| 53 | Mount Tom, | 100,000 00 | — | — | — | — | — | 100,000 00 |
| 54 | Nahant & Lynn, | 83,300 00 | — | — | 79,779 04 | — | — | 163,079 04 |
| 55 | Natick & Cohituate, | 100,000 00 | — | — | 218,767 47 | — | — | 318,767 47 |
| 56 | New Bedford & Onset, . . . | 500,000 00 | 280,000 00 | — | 52,083 42 | 8,129 40 | \$1,455 02 | 841,667 84 |
| 57 | Newton, | 722,000 00 | 575,000 00 | \$2,500 00 | 583,123 21 | 35 55 | 7,500 00 | 1,890,158 76 |
| 58 | Newton & Boston, | 200,000 00 | 200,000 00 | — | 331,946 07 | — | — | 731,946 07 |
| 59 | Newtonville & Watertown, . | 50,000 00 | — | — | 59,650 00 | — | — | 109,650 00 |
| 60 | Norfolk & Bristol, | 200,000 00 | — | — | 236,170 59 | 39,049 10 | — | 475,219 69 |
| 61 | Northampton, | 300,000 00 | 225,000 00 | — | 200,000 00 | — | — | 725,000 00 |
| 62 | North End, | 110,000 00 | 75,000 00 | — | — | — | — | 185,000 00 |
| 63 | Norton & Taunton, | 297,000 00 | 296,000 00 | — | 59,000 00 | — | — | 652,000 00 |
| 64 | Norwood, Canton & Sharon, . | 62,500 00 | — | — | 153,580 24 | 830 39 | — | 216,910 63 |
| 65 | Old Colony, | 7,312,400 00 | 6,431,000 00 | — | 2,291,696 66 | 119,092 43 | — | 16,154,189 09 |
| 66 | Pittsfield Electric, | 250,000 00 | 200,000 00 | — | 35,000 00 | — | 9,056 97 | 494,056 97 |
| 67 | Plymouth County, ¹ | 12,500 00 | — | — | — | — | — | 12,500 00 |
| 68 | Plymouth, Carver & Wareham, ¹ | 30,249 78 | — | — | — | — | — | 30,249 78 |
| 69 | Plymouth & Sandwich, . . . | 36,800 00 | — | — | 25,343 92 | — | — | 62,143 92 |
| 70 | Providence & Fall River, . . | 165,000 00 | 165,000 00 | — | 78,055 56 | 4,189 10 | — | 412,244 66 |
| 71 | Shelburne Falls & Colrain, . . | 50,000 00 | 50,000 00 | — | 3,961 00 | 510 81 | — | 104,471 81 |
| 72 | Somerville, | 153,000 00 | — | — | — | — | — | 153,000 00 |
| 73 | Southbridge & Sturbridge, ² . | 60,000 00 | 60,000 00 | — | 28,919 25 | 1,743 51 | — | 150,662 76 |
| 74 | South Middlesex (receiver), ³ . | 100,000 00 | 100,000 00 | — | 350,545 51 | — | 8,351 50 | 558,897 01 |
| 75 | Springfield, | 1,958,400 00 | 1,500,000 00 | — | 318,573 41 | 25,739 02 | 3,138 66 | 3,805,851 09 |

| | Springfield & Eastern, Middleboro, Wareham & Buzzard's Bay (receivers), | 370,000 00 | 330,000 00 | - | 44,162 91 | 4,674 55 | - | 748,837 46 |
|----|---|-----------------|-----------------|-------------|-----------------|----------------|----------------|------------------|
| 76 | Taunton & Buzzard's Bay, ¹ | - | - | - | - | - | - | - |
| 77 | (Bristol County (receivers), | 150,000 00 | 150,000 00 | - | 26,476 90 | 123 21 | - | 326,600 11 |
| 78 | Taunton & Fawtucket, ² | - | - | - | - | - | - | - |
| 79 | Templeton, | 100,000 00 | 200,000 00 | - | 40,086 06 | 3,056 60 | - | 343,142 66 |
| 80 | Union, | 75,000 00 | - | - | 364,063 69 | - | - | 439,063 69 |
| | | 900,000 00 | 400,000 00 | - | 138,222 05 | 31,605 13 | - | 1,469,827 18 |
| 81 | Uxbridge & Blackstone, | 80,900 00 | 80,000 00 | - | 74,432 09 | 1,295 70 | - | 236,627 79 |
| 82 | Waltham, | 100,000 00 | - | - | 271,780 44 | - | - | 371,780 44 |
| 83 | Warren, Brookfield & Spencer, . | 150,000 00 | 125,000 00 | - | 64,552 27 | 2,463 22 | 12,770 00 | 354,785 49 |
| 84 | Webster & Dudley, | 50,000 00 | 30,000 00 | - | - | - | 100,605 16 | 180,605 16 |
| | Webster & Dudley and Worcester & Webster (lessee), ³ | - | - | - | - | - | - | - |
| 85 | Westborough & Hopkinton, . . . | 40,000 00 | 40,000 00 | - | 9,001 26 | 833 33 | - | 89,834 59 |
| 86 | West End, | 16,089,250 00 | 15,977,000 00 | - | 4,229 17 | - | - | 32,070,479 17 |
| 87 | Western Massachusetts, ⁴ | 300,000 00 | - | - | 314,917 25 | - | - | 614,917 25 |
| 88 | Winnisimmet, | 50,000 00 | - | - | - | - | - | 50,000 00 |
| 89 | Woonsocket (of Rhode Island), . | 300,000 00 | 165,000 00 | - | 150,403 46 | 2,000 00 | - | 617,403 46 |
| 90 | Worcester & Blackstone Valley, . | 60,000 00 | - | - | 396,242 35 | 5,681 32 | - | 461,923 67 |
| 91 | Worcester Consolidated, | 3,350,000 00 | 1,060,000 00 | 59,500 00 | 1,768,155 63 | 44,378 16 | - | 6,482,033 79 |
| 92 | Worcester & Holden, | 150,000 00 | 150,000 00 | - | 44,048 09 | - | - | 344,048 09 |
| 93 | Worcester, Roch. & Charl. Dep., ⁵ | 40,000 00 | 40,000 00 | - | 86,000 00 | - | - | 166,000 00 |
| 94 | Worcester & Shrewsbury R.R., . | 36,825 00 | 22,000 00 | - | - | - | - | 58,825 00 |
| 95 | Worcester & Shrewsbury St. Ry., . | 20,000 00 | - | - | - | - | - | 20,000 00 |
| 96 | Worcester & Southbridge, . . . | 700,000 00 | 700,000 00 | - | 153,220 91 | 25,275 02 | - | 1,578,495 93 |
| 97 | Worcester & Webster, | 150,000 00 | 150,000 00 | - | - | 263,553 18 | 15,000 00 | 608,553 18 |
| 98 | Woronoco, | 250,000 00 | 75,000 00 | - | 63,864 16 | - | - | 388,864 16 |
| | Totals, ⁶ | \$70,326,984 78 | \$55,780,500 00 | \$72,000 00 | \$15,777,579 37 | \$3,646,178 15 | \$1,888,536 30 | \$147,491,778 60 |

¹ Obtained a certificate of incorporation but has not commenced the construction of its railway.² Consolidated with the Worcester & Southbridge December 31, 1904.³ Purchaser of Middleborough, Wareham & Buzzards Bay at receivers' sale.⁴ Purchaser of Bristol County at receivers' sale.⁵ Consolidated Railway of Connecticut.⁶ Not including the companies marked *, these companies having been consolidated during the year.⁷ Railway in hands of receiver.⁸ Purchaser of Bristol County at receivers' sale.⁹ Railway under construction.

Tabulated Statements from Reports of Street Railway Companies — Continued.

| | RAILWAY COMPANIES. | PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR. | | | | | | 21. — Net Additions. |
|----|--|--|---------------------|------------------------------|------------------------------------|------------------------|-------------------|----------------------|
| | | 15. — Additions to Railway. | 16. — To Equipment. | 17. — To Land and Buildings. | 18. — To other Permanent Property. | 19. — Total Additions. | 20. — Deductions. | |
| 1 | (Amesbury & Hampton,) | \$443 05 | - | \$11 29 | - | \$454 34 | - | \$454 34 |
| 2 | (Amesbury & Hampton (lessee),) | - | - | - | - | - | - | - |
| 3 | Amherst & Sunderland, | 188 30 | \$897 55 | 10 24 | - | 1,096 09 | \$5,675 70 | 4,579 61 <i>d</i> |
| 4 | Andol & Orange, | - | 200 00 | - | - | 200 00 | - | 200 00 |
| 5 | Berkshire, | 17,734 58 | 1,424 55 | 1,286 86 | \$163 00 | 20,608 99 | 172 10 | 20,436 89 |
| 6 | Blue Hill, | 20,566 13 | 2,607 78 | 346 25 | - | 23,550 16 | - | 23,550 16 |
| 7 | Boston & Chelsea, | - | - | - | - | - | - | - |
| 8 | Boston Elevated, | 1,718,895 52 | 105,655 99 | 142,822 85 | 69,488 12 | 2,036,862 48 | - | 2,036,862 48 |
| 9 | Boston & Northern, | 649,261 12 | 115,083 81 | 217,647 51 | - | 981,992 44 | 539,073 67 | 442,918 77 |
| 10 | Boston & Revere Electric, | - | - | - | - | - | - | - |
| 11 | Boston & Worcester, | 130,450 13 | 29,291 72 | 76,539 60 | - | 236,281 45 | - | 236,281 45 |
| 12 | Bristol & Norfolk, | 4,071 37 | 4,972 86 | 1,646 44 | 1,992 94 | 12,683 61 | 20,365 83 | 7,682 22 <i>d</i> |
| 13 | Brockton & Plymouth, | 3,924 20 | - | - | - | 3,924 20 | - | 3,924 20 |
| 14 | Citizens' Electric, | 923 93 | 776 57 | 2,598 15 | - | 4,298 65 | - | 4,298 65 |
| 15 | Connecticut Valley, | 522,489 89 | 103,003 35 | 65,541 49 | - | 691,044 73 | 10,320 00 | 680,724 73 |
| 16 | Concord, Maynard & Hudson, | 1,277 55 | 3,931 00 | 93 45 | - | 5,302 00 | - | 5,302 00 |
| 17 | Conway Electric, | 774 84 | - | - | 80,354 22 | 81,129 06 | - | 81,129 06 |
| 18 | Cottage City & Edgartown Traction, | - | - | - | - | - | 700 00 | 700 00 <i>d</i> |
| 19 | Dartmouth & Westport, | 120,672 93 | 4,391 87 | 1,444 52 | 7,992 00 | 134,501 32 | 68 66 | 134,432 66 |
| 20 | Dedham & Franklin, | - | - | - | - | - | - | - |
| 21 | East Middlesex, | - | - | - | - | - | - | - |
| 22 | East Taunton, | - | 3,816 66 | - | - | 3,816 66 | - | 3,816 66 |
| 23 | Fitchburg & Leominster, | 229,042 60 | 20,725 77 | 19,484 28 | 1,421 74 | 270,674 39 | 207 00 | 270,467 39 |
| 24 | Gardner, Westminster & Fitchburg, | 1,161 51 | - | - | 245 00 | 1,406 51 | - | 1,406 51 |
| 25 | Georgetown, Rowley & Ipswich, | 101,217 03 | 21,744 58 | 5,629 16 | - | 128,590 77 | - | 128,590 77 |
| 26 | Greenfield, Deer'd & Northampton, | 3,281 74 | 10,642 46 | 33 88 | - | 13,958 08 | 1,200 00 | 12,758 08 |

| | | 1,809 12 | 813 42 | 7,086 65 | | 9,709 19 | | 9,709 19 |
|----|---|-----------|-----------|-----------|----------|-----------------------|-----------|------------------------|
| 26 | Greenfield & Turner's Falls, . . . | | | | - | - | - | - |
| 27 | Hampshire, . . . | 1,809 12 | 813 42 | - | - | - | - | 9,709 19 |
| 28 | Hampshire & Worcester, . . . | - | - | - | - | - | - | - |
| 29 | Hampshire & Worcester (receiver), . . . | - | - | - | - | - | - | - |
| 30 | Hartford & Worcester, . . . | 9,244 10 | 634 18 | 254 29 | - | 10,132 57 | - | 10,132 57 |
| 31 | Haverhill & Amesbury, . . . | - | - | - | - | - | - | - |
| 32 | Haverhill & Boxford, . . . | - | - | - | - | - | - | - |
| 33 | Haverhill, Georgetown & Danvers, . . . | 29 75 | 344 64 | - | - | 344 64 | - | 344 64 |
| 34 | Haverhill & Plaistow, . . . | 206 08 | 104 40 | 69 08 | - | 379 56 | - | 379 56 |
| 35 | Haverhill & Southern New Hamp., . . . | 10,892 95 | 2,426 68 | 14,035 82 | - | 27,355 45 | 189 45 | 27,166 00 |
| 36 | Holyoke, . . . | - | - | - | - | - | - | - |
| 37 | Hoosac Valley, . . . | 32,258 02 | - | 69,038 66 | 1,209 88 | 102,506 56 | 1,250 00 | 101,256 56 |
| 38 | Horse Neck Beach, . . . | 4,088 37 | - | - | - | 4,088 37 | - | 4,088 37 |
| 39 | Interstate Consolidated, . . . | 412 43 | - | - | - | - | - | - |
| 40 | Lawrence & Methuen, . . . | 17,771 58 | 3,650 37 | 5,640 86 | - | 412 43 | 76 92 | 335 51 |
| 41 | Leominster, Shirley & Ayer, . . . | - | - | - | - | 27,062 81 | - | 27,062 81 |
| 42 | Lexington & Boston, . . . | 805 34 | 2,183 46 | 320 38 | - | 3,309 18 | 30,873 08 | 27,563 90 ^d |
| 43 | Linwood, . . . | 2,024 18 | 1,479 88 | - | - | 1,479 88 | - | 1,479 88 |
| 44 | Lowell, Acton & Maynard, . . . | - | - | - | - | 2,024 18 | - | 2,024 18 |
| 45 | Lowell & Fitchburg, . . . | 10 00 | - | - | - | - | - | - |
| 46 | Lowell & Pelham, . . . | - | - | - | - | 10 00 | - | 10 00 |
| 47 | Lowell & Woburn, . . . | - | - | - | - | - | - | - |
| 48 | Maplewood & Danvers, . . . | 86 60 | 1,346 00 | 200 00 | - | 1,732 60 | - | 1,732 60 |
| 49 | Marlborough & Westborough, . . . | - | - | - | - | 2,280 74 ^d | - | 2,280 74 ^d |
| 50 | Martha's Vineyard, . . . | 750 00 | - | - | - | 750 00 | - | 750 00 |
| 51 | Medfield & Medway, . . . | - | - | - | - | - | - | - |
| 52 | Milford, Attleboro' & Woonsocket, . . . | - | 8,906 99 | - | - | 8,906 99 | - | 8,906 99 |
| 53 | Milford & Uxbridge, . . . | 2,347 08 | 11,415 98 | 5,098 49 | 124 50 | 18,986 05 | - | 18,986 05 |
| 54 | Mount Tom, . . . | - | - | - | - | - | - | - |
| 55 | Nahant & Lynn, . . . | - | - | - | - | - | - | - |
| 56 | Natick & Cochituate, . . . | 2,097 34 | 45,587 30 | 652 86 | - | 48,337 50 | 2,460 00 | 45,877 50 |

d Net deduction.

Tabulated Statements from Reports of Street Railway Companies — Continued.

| RAILWAY COMPANIES. | | PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR — Concluded. | | | | | | |
|--------------------|-----------------------------|--|------------------------|-------------------------------|--|---------------------------|----------------------|-------------------------|
| | | 15.—Additions to Railway. | 16.—To Equip- ment. | 17.—To Land and Buildings. | 18.—To other Perma- nent Property. | 19.—Total Ad- ditions. | 20.—Deduc- tions. | 21.—Net Addi- tions. |
| 56 | New Bedford & Onset, | \$517 29 | \$258 55 | \$500 62 | — | \$1,276 46 | \$15 80 | \$1,260 66 |
| 57 | Newton, | 14,400 69 | 14,093 63 | 2,108 96 | — | 30,603 28 | 15,940 06 | 14,663 22 |
| 58 | Newton & Boston, | 1,383 08 | 6,382 03 | 3,897 58 | — | 11,672 69 | 1,808 14 | 9,864 55 |
| 59 | Newtonville & Watertown, | — | — | — | — | — | — | — |
| 60 | Norfolk & Bristol, | — | 14,178 78 | — | \$1,727 92 | 15,906 70 | — | 15,906 70 |
| 61 | Northampton, | 6,784 58 | 2,011 39 | — | — | 8,795 97 | — | 8,795 97 |
| 62 | North End, | — | — | — | — | — | — | — |
| 63 | Norton & Taunton, | 1,272 99 | 3,195 20 | 557 95 | — | 5,026 14 | — | 5,026 14 |
| 64 | Norwood, Canton & Sharon, | 1,720 88 | 8,138 00 | 377 84 | — | 10,236 72 | — | 10,236 72 |
| 65 | Old Colony, | 974,820 56 | 66,806 91 | 608,996 18 | — | 1,650,623 65 | 291,777 15 | 1,358,846 50 |
| 66 | Pittsfield Electric, | 32,063 69 | — | 2,804 06 | — | 34,867 75 | — | 34,867 75 |
| 67 | Plymouth County, | — | — | — | — | — | — | — |
| 68 | Plymouth, Carver & Wareham, | — | — | — | — | — | — | — |
| 69 | Plymouth & Sandwich, | — | — | — | — | — | — | — |
| 70 | Providence & Fall River, | 2,645 19 | 1,773 68 | 643 78 | — | 5,062 65 | — | 5,062 65 |
| 71 | Shelburne Falls & Colrain, | — | — | — | — | — | — | — |
| 72 | Somerville, | — | — | — | — | — | — | — |
| 73 | Southbridge & Sturbridge, | — | — | — | 125 00 | 125 00 | — | 125 00 |
| 74 | South Middlesex (receiver), | 85,289 52 | 1,177 11 | 11,701 46 | — | 98,168 09 | 1,047 55 | 97,120 54 |
| 75 | Springfield, | 20,588 10 | — | — | — | 20,588 10 | — | 20,588 10 |

| | | | | | | | | |
|-----|--|------------|-----------|-----------|----------|------------|-----------|------------|
| 76 | Springfield & Eastern, (receivers), | 4,299 02 | 232 10 | 282 95 | 917 15 | 5,731 22 | - | 5,731 22 |
| 77 | Taunton & Buzzard's Bay, (receivers), | 4,051 88 | 21,615 40 | 20 13 | - | 25,687 41 | 15,000 00 | 10,687 41 |
| 78 | Bristol County (receivers), | 15,126 84 | 31,385 91 | 3,161 09 | - | 49,673 84 | 15,000 00 | 34,673 84 |
| 79 | Taunton & Pawtucket, (receivers), | - | - | - | - | - | - | - |
| 80 | Templeton, | 3,385 75 | 1,366 92 | 6,779 58 | - | 11,532 25 | 2,375 00 | 9,157 25 |
| 81 | Union, | - | - | - | - | - | - | - |
| 82 | Uxbridge & Blackstone, | 41,448 61 | 268 21 | 4,116 31 | - | 45,833 13 | - | 45,833 13 |
| 83 | Waltham, | 2,080 70 | - | - | - | 2,080 70 | - | 2,080 70 |
| 84 | Warren, Brookfield & Spencer, (receivers), | 1,994 48 | - | - | - | 1,994 48 | - | 1,994 48 |
| 85 | Webster & Dudley, (receivers), | 22,419 57 | - | - | - | 22,419 57 | - | 22,419 57 |
| 86 | Webster (lessee), | - | - | - | - | - | - | - |
| 87 | Westborough & Hopkinton, (receivers), | - | 60 00 | - | 60 00 | 120 00 | 5,200 00 | 5,080 00d |
| 88 | West End, | - | - | - | - | - | - | - |
| 89 | Western Massachusetts, (receivers), | - | - | - | - | - | - | - |
| 90 | Winnimmet, | - | - | - | - | - | - | - |
| 91 | Woonsocket (of Rhode Island), (receivers), | - | 77 76 | - | - | 77 76 | - | 77 76 |
| 92 | Worcester & Blackstone Valley, (receivers), | - | - | - | - | - | - | - |
| 93 | Worcester Consolidated, (receivers), | 211,323 09 | 22,185 88 | 33,854 89 | - | 267,366 86 | 850 93 | 266,515 93 |
| 94 | Worcester & Holden, | 10,505 25 | 292 79 | 1,379 72 | - | 12,177 76 | - | 12,177 76 |
| 95 | Worcester, Roch. & Charl. Depot, (receivers), | - | - | - | - | - | - | - |
| 96 | Worcester & Shrewsbury R.R., (receivers), | - | - | - | - | - | - | - |
| 97 | Worcester & Shrewsbury St. Ry., (receivers), | - | - | - | - | - | - | - |
| 98 | Worcester & Southbridge, (receivers), | 230,549 68 | 22,544 41 | 10,068 96 | 8,437 06 | 271,600 11 | - | 271,600 11 |
| 99 | Worcester & Webster, (receivers), | 41,366 33 | - | - | - | 41,366 33 | - | 41,366 33 |
| 100 | Woronoco, | 4,659 76 | 11,458 94 | 1,752 34 | 216 04 | 18,087 08 | 200 00 | 17,887 08 |

d Net deduction.

Tabulated Statements from Reports of Street Railway Companies — Continued.

| RAILWAY COMPANIES. | | INCOME FOR THE YEAR ENDING SEPTEMBER 30, 1905. | | | | | | |
|--------------------|--|--|---------------------------------------|--|--|--|---------------------------------|----------------------|
| | | 22.—From Pas- sengers. | 23.—From Mails and Merchandise. | 24.—From Tolls, Rents, Ad- vertising, etc. | 25.—Total Earnings from Operation. | 26.—Rentals from Lease of Railway. | 27.— Miscel- laneous Income. | 28.—Gross Income. |
| 1 | {Amesbury & Hampton, ¹ | — | — | — | \$23,755 36 | \$9,000 00 | — | \$9,000 00 |
| 2 | {Amesbury & Hampton (lessee), ² | \$23,019 72 | \$645 00 | \$90 64 | \$23,755 36 | — | \$6 35 | 23,761 71 |
| 3 | Amherst & Sunderland, | 27,977 38 | 2,621 50 | 719 28 | 31,318 16 | — | 105 00 | 31,423 16 |
| 4 | Athol & Orange, | 40,528 55 | — | 124 92 | 40,653 47 | — | — | 40,653 47 |
| 5 | Berkshire, | 182,696 37 | 704 37 | 533 87 | 183,934 61 | — | 4,801 77 | 188,736 38 |
| 6 | Blue Hill, | 77,719 00 | 198 00 | 281 25 | 78,198 25 | — | 96 48 | 78,294 73 |
| 7 | Boston & Chelsea, ³ | — | — | — | — | 7,260 00 | — | 7,260 00 |
| 8 | Boston Elevated, | 12,337 867 16 | 24,867 52 | 326,941 48 | 12,689,676 16 | — | 51,893 14 | 12,741,569 30 |
| 9 | Boston & Northern, | 3,909,094 51 | 1,331 70 | 32,135 53 | 3,942,581 74 | — | 19,372 72 | 3,961,954 46 |
| 10 | Boston & Revere Electric, ⁴ | — | — | — | — | 2,500 00 | — | 2,500 00 |
| 11 | Boston & Worcester, | 443,098 44 | 450 00 | 4,817 26 | 448,365 70 | — | — | 448,365 70 |
| 12 | Bristol & Norfolk, | 9,532 90 | 49 84 | 369 65 | 9,952 39 | — | 650 00 | 10,602 39 |
| 13 | Brookton & Plymouth, | 98,259 09 | 382 58 | 250 00 | 98,891 47 | — | 5,514 69 | 104,406 16 |
| 14 | Citizens' Electric, | 93,952 86 | 745 67 | 1,527 68 | 96,226 21 | — | — | 96,226 21 |
| 15 | Connecticut Valley, | 110,433 32 | 3,534 20 | 5,835 87 | 119,803 39 | — | — | 119,803 39 |
| 16 | Concord, Maynard & Hudson, | 48,697 74 | 479 44 | 1,377 87 | 50,555 05 | — | — | 50,555 05 |
| 17 | Conway Electric, | 2,934 49 | 5,841 38 | 146 22 | 8,922 09 | — | — | 8,922 09 |
| 18 | Cottage City & Edgartown Traction, | 5,813 90 | — | — | 5,813 90 | — | — | 5,813 90 |
| 19 | Dartmouth & Westport, | 137,706 41 | 16,460 55 | 332 50 | 154,499 46 | — | — | 154,499 46 |
| 20 | Dedham & Franklin, ⁵ | 22,427 04 | 150 00 | 142 25 | 22,719 29 | — | — | 22,719 29 |
| 21 | East Middlesex, ⁴ | — | — | — | — | 30,000 00 | 37 94 | 30,037 94 |
| 22 | East Taunton, | 33,118 27 | — | 603 29 | 33,721 56 | — | — | 33,721 56 |
| 23 | Fitchburg & Leominster, | 220,314 04 | — | 984 99 | 221,299 03 | — | — | 242,002 07 |
| 24 | Gardner, Westminster & Fitchburg, | 59,287 79 | 343 60 | 1,938 49 | 61,569 88 | — | 20,703 64 | 62,300 42 |
| 25 | Georgetown, Rowley & Ipswich, | 52,076 76 | 248 09 | 337 16 | 52,662 01 | — | 730 54 | 52,662 01 |
| 26 | Greenfield, Deerfield & Northamp, ⁶ | 17,762 05 | 999 25 | 138 38 | 18,899 68 | — | 8 13 | 18,907 81 |

| | | | | | | | | |
|----|---|------------|----------|----------|------------|----------|-----------|------------|
| 26 | Greenfield & Turner's Falls, ⁶ | 24,388 72 | 961 77 | 1,620 96 | 26,971 45 | - | - | 26,971 45 |
| 27 | Hampshire, ⁷ | 1,928 23 | 642 73 | 84 22 | 2,655 18 | 1,500 00 | 127 80 | 4,282 98 |
| 28 | (Hampshire & Worcester, ⁸ | 5,864 85 | - | 33 33 | 5,898 18 | - | - | 5,898 18 |
| 29 | (Hampshire & Worcester (receiver), ⁹ | 13,489 48 | - | 108 61 | 13,598 09 | - | - | 13,598 09 |
| 30 | Hartford & Worcester, | - | - | - | - | - | - | - |
| 31 | Haverhill & Amesbury, | 109,920 97 | 500 60 | 1,064 00 | 111,485 57 | - | - | 111,485 57 |
| 32 | Haverhill & Boxford, | - | - | - | - | - | - | - |
| 33 | Haverhill, Georgetown & Danvers, ¹⁰ | 13,109 10 | - | 126 22 | 13,235 32 | - | - | 13,235 32 |
| 34 | Haverhill & Plastow, | - | - | - | - | 2,700 00 | - | 2,700 00 |
| 35 | Haverhill & Plastow (lessee), ¹¹ | 16,961 98 | - | 40 93 | 17,002 91 | - | - | 17,002 91 |
| 36 | Holyoke, | 41,810 68 | 5,488 17 | 104 97 | 41,915 65 | - | 493 66 | 42,409 31 |
| 37 | Hoosac Valley, | 384,084 15 | - | 3,123 91 | 392,696 23 | - | 27,956 40 | 420,652 63 |
| 38 | Horse Neck Beach, | 162,932 85 | 715 00 | 1,033 77 | 164,681 62 | - | 2,217 64 | 166,899 26 |
| 39 | Interstate Consolidated, | - | - | - | - | - | - | - |
| 40 | Lawrence & Methuen, | 152,036 33 | - | - | 152,036 33 | - | - | 152,036 33 |
| 41 | Leominster, Shirley & Ayer, ¹¹ | 62,926 38 | - | 172 21 | 63,098 59 | - | 768 63 | 63,867 22 |
| 42 | Lexington & Boston, | 9,699 02 | - | - | 9,699 02 | - | - | 9,699 02 |
| 43 | Linwood, | 153,331 88 | - | 9,072 07 | 162,403 95 | - | - | 162,403 95 |
| 44 | Lowell, Acton & Maynard, | 10,551 40 | - | 101 31 | 10,652 71 | - | - | 10,652 71 |
| 45 | Lowell & Fitchburg, | 5,639 03 | - | - | 5,639 03 | - | - | 5,639 03 |
| 46 | Lowell & Pelham, | 13,323 10 | - | 42 92 | 13,366 02 | - | 241 30 | 13,607 32 |
| 47 | Lowell & Woburn, ¹² | - | - | - | - | - | - | - |
| 48 | Maplewood & Danvers, | - | - | - | - | - | - | - |
| 49 | Marlborough & Westborough, | 29,423 26 | - | 191 63 | 29,614 89 | - | 2,269 59 | 31,884 48 |
| 50 | Martha's Vineyard, ¹³ | - | - | - | - | 280 00 | - | 280 00 |
| 51 | Medfield & Medway, | 22,814 36 | - | 122 50 | 22,936 86 | - | - | 22,936 86 |

- ¹ Leased to and operated by the Exeter, Hampton & Amesbury of New Hampshire.
² Exeter, Hampton & Amesbury of New Hampshire.
³ Leased to the Boston Elevated and operated by the Boston & Northern.
⁴ Leased to and operated by the Boston & Northern.
⁵ Operations from October 1, 1904.
⁶ Operations to March 31, 1905, when consolidated with the Northampton & Amherst, now Connecticut Valley.
⁷ Leased to and operated by the Holyoke from January 17, 1905.
⁸ Operations to January 17, 1905, when placed in the hands of receiver.
⁹ Operations from January 17, 1905.
¹⁰ Operations to March 25, 1905, when consolidated with the Georgetown, Rowley & Ipswich.
¹¹ Operations to April 30, 1905, when consolidated with the Fitchburg & Leominster.
¹² Railway not in operation.
¹³ Operated by the Cottage City & Edgartown Traction.

Tabulated Statements from Reports of Street Railway Companies — Continued.

| | | INCOME FOR THE YEAR ENDING SEPTEMBER 30, 1905 — Concluded. | | | | | | |
|----|--|--|-----------------------------------|--|--------------------------------------|--------------------------------------|-----------------------------|---------------------|
| | RAILWAY COMPANIES. | 22. — From Passengers. | 23. — From Mails and Merchandise. | 24. — From Tolls, Rents, Advertising, etc. | 25. — Total Earnings from Operation. | 26. — Rentals from Lease of Railway. | 27. — Miscellaneous Income. | 28. — Gross Income. |
| | | | | | | | | |
| 51 | Milford, Attleboro' & Woonsocket, | \$76,855 38 | \$92 99 | \$980 50 | \$77,928 87 | — | — | \$77,928 87 |
| 52 | Milford & Uxbridge, | 149,721 98 | 495 14 | 709 52 | 150,926 64 | — | — | 150,926 64 |
| 53 | Mount Ton, ¹ | — | — | — | — | \$6,000 00 | \$36 80 | 6,036 80 |
| 54 | Mount & Lynn, ² | 19,227 84 | — | — | 19,227 84 | — | — | 19,227 84 |
| 55 | Natick & Cohituate, | 87,500 66 | 250 90 | 2,386 26 | 90,137 82 | — | — | 90,137 82 |
| 56 | New Bedford & Onset, | 52,595 91 | 5,999 39 | 17,111 13 | 75,706 43 | — | — | 75,706 43 |
| 57 | Newton, | 312,554 92 | — | 11,188 49 | 323,743 41 | — | — | 323,743 41 |
| 58 | Newton & Boston, | 59,977 98 | — | 3,345 02 | 63,323 00 | — | — | 63,323 00 |
| 59 | Newtonville & Watertown, ³ | — | — | — | — | 8,137 12 | — | 8,137 12 |
| 60 | Norfolk & Bristol, | 55,062 55 | 239 16 | 416 74 | 55,718 45 | — | — | 55,718 45 |
| 61 | Northampton, | 147,094 70 | 2,024 43 | 2,085 56 | 151,204 69 | — | — | 151,204 69 |
| 62 | North End, ⁴ | — | — | — | — | 8,000 00 | 6 37 | 8,006 37 |
| 63 | Norton & Taunton, | 50,667 77 | 1,629 40 | 632 82 | 52,929 99 | — | — | 52,929 99 |
| 64 | Norwood, Canton & Sharon, | 7,513 55 | — | 317 32 | 7,830 87 | — | — | 7,830 87 |
| 65 | Old Colony, | 2,330,661 89 | 4,690 97 | 45,501 56 | 2,380,854 42 | 33,787 46 | 94,970 11 | 2,509,611 99 |
| 66 | Pittsfield Electric, | 161,465 09 | — | 120 00 | 161,585 09 | — | 50 00 | 161,635 09 |
| 67 | Plymouth County, | — | — | — | — | — | — | — |
| 68 | Plymouth, Carver & Wareham, | — | — | — | — | — | — | — |
| 69 | Plymouth & Sandwich, | 7,502 91 | — | 25 00 | 7,527 91 | — | — | 7,527 91 |
| 70 | Providence & Fall River, | 47,028 16 | 1,445 87 | 2,063 28 | 50,537 31 | — | — | 50,537 31 |
| 71 | Shelburne Falls & Colrain, | 7,980 15 | 7,365 34 | 1,025 00 | 16,370 49 | — | — | 16,370 49 |
| 72 | Somerville, ⁵ | — | — | — | — | 9,180 00 | — | 9,180 00 |
| 73 | Southbridge & Sturbridge, ⁶ | 6,717 90 | 96 08 | 632 50 | 7,446 48 | — | — | 7,446 48 |
| 74 | South Middlesex (receiver), | 69,699 37 | 200 00 | 912 93 | 70,812 30 | — | — | 70,812 30 |
| 75 | Springfield, | 999,492 88 | 2,436 68 | 11,465 91 | 1,013,395 47 | — | — | 1,013,395 47 |

| | Springfield & Eastern, (Middleboro', Wareham & Buz. Bay (receivers), ⁷ | 106,253 70 | 520 36 | 175 00 | 106,949 06 | - | 7,398 53 | 114,347 59 |
|----|---|-----------------|--------------|--------------|-----------------|----------------|--------------|-----------------|
| 76 | (Taunton & Buzard's Bay, ⁸ | 8,298 67 | 408 79 | 88 04 | 8,725 50 | - | - | 8,725 50 |
| 77 | (Bristol County (receivers), ⁷ | 37,674 30 | 1,543 88 | 459 54 | 39,677 72 | - | - | 39,677 72 |
| 78 | (Taunton & Pawtucket, ⁸ | 7,869 91 | - | 73 32 | 7,943 23 | - | - | 7,943 23 |
| 79 | Templeton, | 34,705 30 | 1,607 43 | 655 78 | 35,361 08 | - | - | 35,361 08 |
| 80 | Union, | 34,347 94 | 250 00 | 438 53 | 36,393 90 | - | - | 36,393 90 |
| | | 339,994 65 | | 31,317 86 | 371,562 51 | - | - | 371,562 51 |
| 81 | Uxbridge & Blackstone, | 24,301 00 | - | 54 14 | 24,355 14 | - | - | 24,355 14 |
| 82 | Waltham, ⁹ | 10,441 91 | - | 1,326 56 | 11,768 47 | - | - | 11,768 47 |
| 83 | Warren, Brookfield & Spencer, (Webster & Dudley, ¹⁰ | 61,105 62 | - | 309 96 | 61,415 58 | - | - | 61,415 58 |
| 84 | (Webster & Dudley and Worcester & Webster (lessee), ¹¹ | - | - | - | - | 14,500 00 | - | 14,500 00 |
| 85 | Westborough & Hopkinton, | 74,883 46 | 212 33 | 381 34 | 75,477 13 | - | 2,197 28 | 77,674 41 |
| | | 12,179 50 | 497 28 | 126 66 | 12,803 44 | - | - | 12,803 44 |
| 86 | West End, ⁵ | - | - | - | - | 1,198,747 50 | 57 97 | 1,198,805 47 |
| 87 | Western Massachusetts, | - | - | - | - | - | - | - |
| 88 | Winnisimmet, ¹² | - | - | - | - | 3,000 00 | - | 3,000 00 |
| 89 | Woonsocket (of Rhode Island), | 119,622 00 | 272 08 | 240 00 | 120,134 08 | - | - | 120,134 08 |
| 90 | Worcester & Blackstone Valley, | 66,332 43 | - | 732 18 | 67,064 61 | - | - | 67,064 61 |
| 91 | Worcester Consolidated, | 1,362,749 01 | 1,999 24 | 14,267 21 | 1,379,015 46 | - | - | 1,379,015 46 |
| 92 | Worcester & Holden, | 39,671 60 | 143 10 | 1,783 43 | 41,598 13 | - | - | 41,598 13 |
| 93 | Worcester, Roch. & Charl. Depot, ¹³ | - | - | - | - | 900 00 | - | 900 00 |
| 94 | Worcester & Shrewsbury R.R., ¹⁴ | - | - | - | - | 2,650 00 | 1,100 00 | 3,750 00 |
| 95 | Worcester & Shrewsbury St. Ry., ¹⁴ | - | - | - | - | 1,000 00 | - | 1,000 00 |
| 96 | Worcester & Southbridge, | 115,739 35 | 2,842 90 | 712 50 | 119,294 75 | - | 1,662 80 | 120,957 55 |
| 97 | Worcester & Webster, ¹⁵ | - | - | - | - | 10,500 00 | - | 10,500 00 |
| 98 | Woronoco, | 90,551 85 | - | 325 00 | 90,876 85 | - | 1,843 64 | 92,720 49 |
| | Totals, | \$26,384,587 35 | \$105,624 50 | \$551,078 73 | \$27,041,290 58 | \$1,349,642 08 | \$247,318 92 | \$28,638,251 58 |

¹ Leased to and operated by the Holyoke.⁴ Leased to and operated by the Worcester Consolidated.⁶ Operations to December 31, 1904, when consolidated with the Worcester & Southbridge.⁸ Operations to December 31, 1904, when consolidated with the Worcester & Southbridge.¹⁰ Operations to December 31, 1904, when consolidated with the Worcester & Southbridge.¹² Consolidated Railway of Connecticut.¹³ Operated by the Worcester & Southbridge to December 31, 1904, when consolidated with that company.¹⁴ Leased to and operated by the Worcester Consolidated.² Commenced operation July 20, 1905.⁵ Leased to and operated by the Boston Elevated.⁷ Operations to December 17, 1904.¹⁰ Leased to and operated by the Boston & Northern.¹³ Leased to and operated by the Boston & Northern.¹⁵ Leased to the Webster & Dudley and operated by the Consolidated Railway of Connecticut.³ Tracks used by the Newton & Boston.

Tabulated Statements from Reports of Street Railway Companies — Continued.

OPERATING EXPENSES FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| RAILWAY COMPANIES. | | 29.—Salaries of Officers and Clerks. | 30.—Office Expenses and Supplies. | 31.—Legal Expenses. | 32.—Insur- ance. | 33.—Other General Expenses. | 34.—Repair of Roadbed and Track. | 35.—Repair of Electric Line System. |
|--------------------|------------------------------------|--|---|------------------------|---------------------|-----------------------------------|--|---|
| 1 | Amesbury & Hampton, | \$1,036 86 | \$289 89 | \$63 89 | \$465 10 | \$540 94 | \$1,339 76 | \$692 47 |
| 2 | Amherst & Sunderland, (lessee), | 2,212 61 | 29 70 | 92 28 | 126 90 | 30 25 | 2,845 98 | 118 38 |
| 3 | Athol & Orange, | 1,896 00 | 343 80 | — | 562 37 | 2,641 10 | 1,161 54 | 284 95 |
| 4 | Berkshire, | 7,421 32 | 353 40 | 1,694 33 | 3,588 96 | 2,546 45 | 6,130 66 | 1,527 88 |
| 5 | Blue Hill, | 4,357 67 | 447 85 | — | 1,603 87 | 1,533 60 | 1,602 48 | 1,227 64 |
| 6 | Boston & Chelsea, | — | — | — | — | — | — | — |
| 7 | Boston Elevated, | 216,938 83 | 42,402 38 | 311,648 26 | 174,070 55 | 262,598 06 | 745,422 03 | 158,374 11 |
| 8 | Boston & Northern, | 84,347 32 | 18,554 09 | 20,638 04 | 232,519 86 | 52,832 57 | 120,344 68 | 47,440 38 |
| 9 | Boston & Revere Electric, | — | — | — | — | — | — | — |
| 10 | Boston & Worcester, | 18,658 22 | 3,087 36 | — | 8,000 00 | 7,230 76 | 8,716 21 | 2,295 47 |
| 11 | Bristol & Norfolk, | 1,113 00 | 338 36 | — | 270 25 | — | 347 02 | 117 94 |
| 12 | Brookton & Plymouth, | 8,487 76 | 415 58 | 886 28 | 2,098 73 | 1,108 71 | 2,768 61 | 509 80 |
| 13 | Citizens' Electric, | 3,327 67 | 398 19 | — | 1,440 00 | 2,433 83 | 2,933 48 | 909 79 |
| 14 | Connecticut Valley, | 4,007 45 | 1,805 29 | 663 77 | 1,917 46 | 95 86 | 5,657 46 | 1,233 57 |
| 15 | Concord, Maynard & Hudson, | 2,159 07 | 223 04 | 108 75 | 1,143 70 | 1,561 15 | 1,277 24 | 746 88 |
| 16 | Conway Electric, | — | 373 98 | — | — | — | 1,872 31 | — |
| 17 | Cottage City & Edgartown Traction, | 430 11 | 303 75 | — | 68 40 | — | 1,049 06 | 291 50 |
| 18 | Dartmouth & Westport, | 4,187 37 | 309 20 | 5 00 | 1,427 34 | 773 21 | 2,028 95 | 221 54 |
| 19 | Dedham & Franklin, | 677 85 | 105 19 | 1,140 33 | 359 22 | 897 85 | 363 61 | 80 10 |
| 20 | East Middlesex, | — | — | — | — | — | — | — |
| 21 | East Taunton, | 700 00 | 59 17 | 30 00 | 338 50 | 272 38 | 2,343 98 | 274 72 |
| 22 | Fitchburg & Leominster, | 8,742 73 | 2,924 64 | 80 25 | 1,911 81 | 67 75 | 8,266 56 | 2,386 37 |
| 23 | Gardner, Westminster & Fitchburg, | 2,244 00 | 1,275 43 | 482 63 | 1,466 43 | 490 87 | 1,779 38 | 670 69 |
| 24 | Georgetown, Rowley & Ipswich, | 589 45 | 115 89 | 75 00 | 3,682 69 | 605 95 | 3,787 80 | 896 61 |
| 25 | Greenfield, Deerf'd & Northampton, | 1,749 90 | 450 15 | 47 88 | 718 25 | 89 41 | 362 82 | 69 05 |

| | | | | | | | | |
|----|---|-----------|----------|----------|----------|----------|-----------|----------|
| 26 | Greenfield & Turner's Falls, . . . | 1,923 53 | 435 35 | 15 36 | 820 89 | 57 68 | 1,719 30 | 180 87 |
| 27 | Hampshire, . . . | - | - | - | - | 100 01 | 116 04 | - |
| 28 | Hampshire & Worcester, . . . | - | 101 91 | - | - | - | 403 33 | - |
| 28 | Hampshire & Worcester (receiver), . . . | 823 50 | 297 85 | 210 48 | 344 76 | 46 95 | 2,043 26 | - |
| 29 | Hartford & Worcester, . . . | - | - | - | - | - | - | 769 92 |
| 30 | Haverhill & Amesbury, . . . | 3,595 65 | 274 96 | - | 1,620 00 | 2,330 87 | 3,075 82 | - |
| 31 | Haverhill & Boxford, . . . | - | - | - | - | - | - | - |
| 32 | Haverhill, Georget'n & Danvers, . . . | 149 05 | 32 30 | - | 916 10 | 164 68 | 537 75 | 52 53 |
| 33 | Haverhill & Plaistow, . . . | - | - | - | - | - | - | - |
| 33 | Haverhill & Plaistow, (lessee), . . . | 504 93 | 139 55 | 30 41 | 228 18 | 251 50 | 635 82 | 336 15 |
| 34 | Haverhill & Southern New Hamp., . . . | 1,565 42 | 433 90 | 101 23 | 653 81 | 751 04 | 1,439 11 | 530 03 |
| 35 | Holyoke, . . . | 11,270 93 | 561 37 | 250 00 | 1,942 53 | 1,830 62 | 47,923 47 | 4,977 12 |
| 36 | Hoosac Valley, . . . | 2,917 92 | 1,034 47 | 200 00 | 1,266 54 | - | 10,159 44 | 1,048 50 |
| 37 | Horse Neck Beach, . . . | - | - | - | - | - | - | - |
| 38 | Interstate Consolidated, . . . | 3,000 00 | 321 81 | 322 30 | - | - | 28,341 90 | - |
| 39 | Lawrence & Methuen, . . . | 2,525 52 | 695 14 | 161 34 | 1,049 27 | 1,134 59 | 2,245 37 | 844 92 |
| 40 | Leominster, Shirley & Ayer, . . . | 415 62 | 167 71 | - | - | - | - | - |
| 41 | Lexington & Boston, . . . | 8,824 82 | 4,035 33 | 1,231 65 | 4,271 74 | 711 25 | 4,665 08 | 2,507 40 |
| 42 | Linwood, . . . | 825 00 | 133 86 | - | - | - | 168 27 | 5 10 |
| 43 | Lowell, Acton & Maynard, . . . | - | - | - | - | - | - | - |
| 44 | Lowell & Fitchburg, . . . | - | - | - | - | - | - | - |
| 45 | Lowell & Pelham, . . . | 780 83 | 214 38 | 48 62 | 324 02 | 345 89 | 630 65 | 259 84 |
| 46 | Lowell & Woburn, . . . | - | - | - | - | - | - | - |
| 47 | Maplewood & Danvers, . . . | - | - | - | - | - | - | - |
| 48 | Marlborough & Westborough, . . . | 1,651 96 | 410 94 | 751 84 | 1,242 35 | 588 05 | 1,017 34 | 114 38 |
| 49 | Martha's Vineyard, . . . | - | - | - | - | - | - | - |
| 50 | Medfield & Medway, . . . | 676 00 | 12 69 | 877 25 | - | 244 76 | 849 45 | 88 47 |
| 51 | Milford, Attleboro' & Woonsocket, . . . | 1,248 00 | 312 00 | 120 00 | 1,875 62 | 1,820 86 | 4,934 32 | 447 53 |
| 52 | Milford & Uxbridge, . . . | 4,927 88 | 254 12 | - | 2,820 00 | 1,455 23 | 8,215 35 | 6,824 50 |
| 53 | Mount Tom, . . . | - | - | - | - | - | - | - |
| 54 | Nahant & Lynn, . . . | 442 29 | 424 31 | - | - | 1,341 79 | 253 32 | 24 63 |
| 55 | Natick & Cohituate, . . . | 6,765 69 | 1,602 45 | 973 41 | 868 76 | 466 66 | 9,557 34 | 548 04 |

Tabulated Statements from Reports of Street Railway Companies — Continued.

| | | OPERATING EXPENSES FOR THE YEAR ENDING SEPTEMBER 30, 1905 — Continued. | | | | | | |
|--------------------|-----------------------------|--|---|--------------------------|-----------------------|-------------------------------------|--|---|
| RAILWAY COMPANIES. | | 29. — Salaries of Officers and Clerks. | 30. — Office Expenses and Supplies. | 31. — Legal Expenses. | 32. — Insur- ance. | 33. — Other General Expenses. | 34. — Repair of Roadbed and Track. | 35. — Repair of Electric Line System. |
| 56 | New Bedford & Onset, | \$1,396 36 | \$96 95 | \$69 28 | \$1,143 88 | \$159 65 | \$2,375 51 | \$502 08 |
| 57 | Newton, | 10,935 13 | 6,031 07 | 2,491 54 | 5,396 36 | 1,188 75 | 5,060 21 | 3,954 83 |
| 58 | Newton & Boston, | 1,781 40 | 1,112 06 | 466 64 | 2,084 28 | 286 89 | 4,856 26 | 1,646 31 |
| 59 | Newtonville & Watertown, | — | — | — | — | — | — | — |
| 60 | Norfolk & Bristol, | 2,414 61 | 278 75 | — | 345 06 | 386 27 | 9,843 90 | 3,489 88 |
| 61 | Northampton, | 5,158 18 | 985 89 | 1,204 52 | 2,121 48 | 151 18 | 8,861 41 | 4,154 13 |
| 62 | North End, | — | — | — | — | — | — | — |
| 63 | Norton & Taunton, | 1,716 00 | 178 67 | 452 10 | 875 00 | 1,297 04 | 2,310 96 | 404 58 |
| 64 | Norwood, Canton & Sharon, | 1,016 65 | 146 70 | — | — | 76 00 | 37 85 | 30 54 |
| 65 | Old Colony, | 49,225 30 | 14,414 08 | 9,058 32 | 146,125 48 | 38,384 98 | 80,910 65 | 45,033 56 |
| 66 | Pittsfield Electric, | 3,800 00 | 456 08 | 1,518 35 | 1,010 20 | 560 66 | 7,118 47 | 125 26 |
| 67 | Plymouth County, | — | — | — | — | — | — | — |
| 68 | Plymouth, Carver & Wareham, | 345 53 | 162 73 | — | — | — | 244 20 | 71 50 |
| 69 | Plymouth & Sandwich, | 2,329 65 | 222 19 | — | — | 795 88 | 1,707 90 | 286 24 |
| 70 | Providence & Fall River, | — | — | — | 1,392 00 | — | — | — |
| 71 | Shelburne Falls & Colrain, | 957 11 | 151 22 | 10 00 | 137 98 | — | 1,909 98 | 150 40 |
| 72 | Somerville, | — | — | — | — | — | — | — |
| 73 | Southbridge & Sturbridge, | 40 00 | 2 15 | — | 63 22 | 58 30 | 440 93 | 4 20 |
| 74 | South Middlesex (receiver), | 2,187 28 | 1,077 28 | — | 1,689 53 | 205 21 | 944 21 | 828 75 |
| 75 | Springfield, | 24,842 45 | 2,154 95 | 5,034 48 | 6,508 07 | 5,901 00 | 65,421 58 | 15,188 17 |

| | 2,695 01 | 1,846 41 | 28 00 | 3,091 68 | 1,182 29 | 4,037 60 | 2,028 37 |
|---|--------------|--------------|--------------|--------------|--------------|----------------|--------------|
| 76 Springfield & Eastern, (Middleboro, Wareham & Buzzard's Bay (receivers), | 880 72 | - | 118 47 | 389 70 | - | 334 17 | - |
| 77 Taunton & Buzzard's Bay, (Bristol County (receivers), | 2,242 13 | 1,124 99 | 51 69 | 79 74 | 616 55 | 118 30 | 40 85 |
| 78 Taunton & Pawtucket, (Taunton & Pawtucket, | 382 59 | - | 84 29 | - | - | 90 00 | - |
| 79 Templeton, | 2,784 84 | 1,223 25 | 97 93 | 393 28 | 32 63 | 323 50 | 68 37 |
| 80 Union, | 380 00 | 117 05 | 100 50 | 42 72 | 30 86 | 4,134 38 | 215 56 |
| | 8,716 88 | 1,043 86 | 5 00 | 4,245 76 | 1,965 79 | 3,601 10 | 2,564 00 |
| 81 Uxbridge & Blackstone, | 1,799 92 | 35 36 | - | 300 50 | - | 147 50 | - |
| 82 Waltham, | 1,068 00 | 614 61 | 30 00 | 11 66 | - | - | - |
| 83 Warren, Brookfield & Spencer, (Webster & Dudley, | 2,669 00 | 1,545 25 | - | 1,090 00 | - | 2,330 43 | 557 78 |
| 84 Webster & Dudley and Worcester (Webster & Dudley (lessee), | - | - | - | - | - | - | - |
| 85 Westborough & Hopkinton, | 2,703 60 | 263 76 | 348 10 | 206 12 | 783 38 | 4,631 81 | 1,267 14 |
| | 670 84 | 249 64 | - | 108 65 | - | 45 38 | 204 32 |
| 86 West End, | - | - | - | - | - | - | - |
| 87 Western Massachusetts, | - | - | - | - | - | - | - |
| 88 Winnimmet, | - | - | - | - | - | - | - |
| 89 Woonsocket (of Rhode Island), | 1,560 00 | - | 875 00 | 1,188 73 | 6,357 12 | 16,520 51 | 1,081 46 |
| 90 Worcester & Blackstone Valley, | 1,115 95 | 129 29 | 30 00 | 239 98 | 370 19 | 2,637 20 | 935 82 |
| 91 Worcester Consolidated, | 40,225 21 | 4,767 18 | 3,398 26 | 20,303 25 | 15,334 03 | 27,095 29 | 12,401 24 |
| 92 Worcester & Holden, | 1,117 83 | 743 72 | 129 43 | 1,202 70 | - | 789 12 | 133 47 |
| 93 Worcester, Koch. & Charl. Dep., | - | - | - | - | - | - | - |
| 94 Worcester & Shrewsbury R.R., | - | - | - | - | - | - | - |
| 95 Worcester & Shrewsbury St. Ry., | - | - | - | - | - | - | - |
| 96 Worcester & Southbridge, | 1,672 19 | 274 34 | 44 25 | 1,687 41 | 1,074 81 | 4,186 44 | 1,004 61 |
| 97 Worcester & Webster, | - | - | - | - | - | - | - |
| 98 Woonoco, | 4,829 08 | 464 94 | 520 00 | 1,549 20 | 451 62 | 4,118 11 | 810 03 |
| Totals, | \$615,779 85 | \$128,417 15 | \$269,116 73 | \$663,117 58 | \$429,644 21 | \$1,318,598 21 | \$339,203 22 |

Tabulated Statements from Reports of Street Railway Companies—Continued.

OPERATING EXPENSES FOR THE YEAR ENDING SEPTEMBER 30, 1905—Continued.

| RAILWAY COMPANIES. | | 36.—Repair of Buildings. | 37.—Repair of Cars and Vehicles. | 38.—Repair of Electric Car Equipment. | 39.—Renewal of Horses, Harnesses, etc. | 40.—Provender and Stabling for Horses. | 41.—Cost of Electric Motive Power. | 42.—Wages of Employees. |
|--------------------|--------------------------------------|-----------------------------|--|---|--|--|--|----------------------------|
| 1 | (Anesbury & Hampton, | — | \$2,227 75 | — | — | — | \$6,763 77 | \$6,885 00 |
| 2 | (Anesbury & Hampton, (lessee), | \$143 12 | 1,434 20 | \$899 16 | — | — | 9,833 00 | 6,959 15 |
| 3 | Amherst & Sunderland, | 18 42 | 1,067 02 | 1,066 39 | — | — | 6,019 80 | 7,329 96 |
| 4 | Atthol & Orange, | — | 10,383 40 | 9,426 44 | — | \$465 22 | 36,145 00 | 37,945 48 |
| 5 | Berkshire, | 124 60 | 3,082 36 | 4,274 34 | — | — | 18,192 89 | 22,521 89 |
| 6 | Blue Hill, | 234 41 | — | — | — | — | — | — |
| 7 | Boston & Chelsea, | — | 485,308 35 | 339,243 91 | \$6,315 63 | 22,392 95 | 837,714 89 | 3,851,891 56 |
| 8 | Boston Elevated, | 125,772 18 | 165,258 77 | 156,389 98 | 1,942 78 | 7,467 33 | 390,533 27 | 1,029,041 08 |
| 9 | Boston & Northern, | 11,032 16 | — | — | — | — | — | — |
| 10 | Boston & Revere Electric, | — | 22,162 07 | 19,239 71 | — | — | 60,985 97 | 71,468 76 |
| 11 | Boston & Worcester, | 1,003 55 | — | — | — | — | — | — |
| 12 | Bristol & Norfolk, | 1 52 | 782 40 | 750 20 | — | — | 2,578 00 | 2,740 24 |
| 13 | Brockton & Plymouth, | 531 95 | 4,740 83 | 4,614 22 | 11 60 | 96 39 | 11,798 37 | 21,064 12 |
| 14 | Citizens' Electric, | 464 88 | 4,433 87 | 3,731 64 | — | — | 17,390 36 | 16,806 50 |
| 15 | Connecticut Valley, | 124 19 | 3,763 18 | 3,471 68 | — | 23 80 | 31,953 28 | 28,934 52 |
| 16 | Concord, Maynard & Hudson, | 61 33 | 1,982 81 | 2,750 73 | — | — | 9,844 01 | 9,157 92 |
| 17 | Conway Electric, | — | 1,199 06 | 166 43 | — | — | 1,183 58 | 2,720 95 |
| 18 | Cottage City & Edgartown Traction, | 77 28 | 22 94 | 220 41 | — | — | 1,022 78 | 1,333 21 |
| 19 | Dartmouth & Westport, | — | 6,807 24 | 1,943 01 | — | — | — | 21,227 13 |
| 20 | Dedham & Franklin, | 141 85 | 1,130 52 | 1,550 94 | — | — | 6,725 94 | 6,232 03 |
| 21 | East Middlesex, | — | — | — | — | — | — | — |
| 22 | East Taunton, | 92 83 | 980 75 | 765 34 | — | — | 5,984 22 | 7,322 92 |
| 23 | Fitchburg & Leominster, | 691 73 | 7,422 97 | 6,005 27 | 1,587 37 | — | 28,268 12 | 49,257 71 |
| 24 | Gardner, Westminster & Fitchburg, | 113 42 | 1,970 23 | 1,369 76 | — | — | 8,570 11 | 13,345 56 |
| 25 | Georgetown, Rowley & Ipswich, | 146 79 | 2,232 50 | 2,938 07 | 14 00 | 75 60 | 10,965 31 | 14,341 99 |
| 26 | Greenfield, Deerfield & Northampton, | 26 59 | 717 98 | 674 71 | — | — | 4,406 37 | 5,718 29 |

| | | 78 00 | 1,468 96 | 978 78 | - | - | 5,223 85 | 8,669 37 |
|----|---|----------|-----------|-----------|--------|---|-----------|-----------|
| 26 | Greenfield & Turner's Falls, . . . | - | - | - | - | - | 175 00 | 546 48 |
| 27 | Hampshire, . . . | - | - | - | - | - | 5,373 84 | 2,088 29 |
| 28 | (Hampshire & Worcester, (receiver), . . . | - | 1,828 43 | 226 40 | - | - | 2,809 96 | 5,588 00 |
| 29 | Hampshire & Worcester, . . . | - | - | - | - | - | - | - |
| 30 | Hartford & Worcester, . . . | 339 05 | 4,848 05 | 6,984 41 | - | - | 21,248 68 | 23,881 92 |
| 31 | Haverhill & Amesbury, . . . | - | - | - | - | - | - | - |
| 32 | Haverhill & Boxford, . . . | - | 448 01 | 621 33 | 1 39 | - | 2,884 64 | 3,168 17 |
| 33 | Haverhill, Georget'n & Danvers, . . . | 27 | - | - | - | - | - | - |
| 34 | (Haverhill & Plaistow, . . . | 65 98 | 1,101 94 | - | - | - | 3,249 30 | 3,297 62 |
| 35 | (Haverhill & Plaistow (lessee), . . . | 47 93 | 4,839 19 | - | - | - | 10,052 60 | 10,291 20 |
| 36 | Holyoke, . . . | 1,059 59 | 20,396 45 | 13,170 64 | - | - | 38,070 33 | 97,636 83 |
| 37 | Hoosac Valley, . . . | 449 87 | 12,044 75 | 8,176 56 | - | - | 34,848 44 | 33,807 99 |
| 38 | Horse Neck Beach, . . . | - | - | - | - | - | - | - |
| 39 | Interstate Consolidated, . . . | - | - | - | - | - | 32,026 36 | 39,621 99 |
| 40 | Lawrence & Methuen, . . . | 79 54 | 7,737 55 | - | - | - | 15,960 33 | 16,159 55 |
| 41 | Leominster, Shirley & Ayer, . . . | - | - | - | 69 39 | - | 2,616 34 | 1,898 67 |
| 42 | Lexington & Boston, . . . | 454 48 | 6,912 65 | 5,822 78 | 975 49 | - | 24,046 90 | 37,956 80 |
| 43 | Linwood, . . . | - | 381 43 | 119 62 | - | - | 1,724 08 | 3,507 66 |
| 44 | Lowell, Acton & Maynard, . . . | - | - | - | - | - | 2,037 94 | 2,585 42 |
| 45 | Lowell & Fitchburg, . . . | - | - | - | - | - | - | - |
| 46 | Lowell & Pelham, . . . | 25 06 | 2,386 51 | - | - | - | 4,912 84 | 4,958 78 |
| 47 | Lowell & Woburn, . . . | - | - | - | - | - | - | - |
| 48 | Maplewood & Danvers, . . . | - | - | - | - | - | - | - |
| 49 | Marlborough & Westborough, . . . | 152 65 | 1,274 67 | 2,012 73 | - | - | 4,435 27 | 8,007 90 |
| 50 | Martha's Vineyard, . . . | - | 244 67 | 593 15 | - | - | - | - |
| 51 | Medfield & Medway, . . . | - | - | - | - | - | 5,372 06 | 7,540 10 |
| 52 | Milford, Attleboro' & Woonsocket, . . . | 10 58 | 3,983 68 | 3,301 17 | - | - | 10,873 72 | 19,110 72 |
| 53 | Milford & Uxbridge, . . . | 1,049 38 | 5,276 34 | 4,545 57 | - | - | 22,632 08 | 40,436 13 |
| 54 | Mount Tom, . . . | - | - | - | - | - | - | - |
| 55 | Nahant & Lynn, . . . | - | 449 40 | 268 86 | - | - | 1,198 90 | 2,033 87 |
| 56 | Natick & Cohituate, . . . | 128 28 | 3,877 67 | 2,722 51 | 394 23 | - | 17,383 33 | 27,265 50 |

Tabulated Statements from Reports of Street Railway Companies — Continued.

| RAILWAY COMPANIES. | | OPERATING EXPENSES FOR THE YEAR ENDING SEPTEMBER 30, 1905 — Continued. | | | | | | |
|--------------------|---------------------------------------|--|----------------------------------|---------------------------------------|--|--|------------------------------------|-------------------------|
| | | 36.—Repair of Buildings. | 37.—Repair of Cars and Vehicles. | 38.—Repair of Electric Car Equipment. | 39.—Renewal of Horses, Harnesses, etc. | 40.—Provender and Stabling for Horses. | 41.—Cost of Electric Motive Power. | 42.—Wages of Employees. |
| 56 | New Bedford & Onset, | \$218 16 | \$3,839 75 | \$1,540 42 | — | — | \$8,764 07 | \$10,473 24 |
| 57 | Newton, | 891 45 | 7,942 87 | 8,296 04 | \$1,802 89 | — | 48,143 70 | 99,610 18 |
| 58 | Newton & Boston, | 382 00 | 4,299 78 | 3,087 21 | 586 52 | — | 192 06 | 22,578 16 |
| 59 | Newtonville & Watertown, | — | — | — | — | — | — | — |
| 60 | Norfolk & Bristol, | 54 99 | 2,217 41 | 6,849 01 | — | — | 11,193 79 | 15,787 31 |
| 61 | Northampton, | 691 18 | 6,959 31 | 8,075 74 | — | \$341 60 | 19,325 49 | 37,373 08 |
| 62 | North End, | — | — | — | — | — | — | — |
| 63 | Norton & Taunton, | 151 34 | 2,681 97 | 3,508 83 | — | — | 11,327 01 | 14,925 55 |
| 64 | Norwood, Canton & Sharon, | 899 37 | 319 38 | 594 99 | — | — | 3,195 01 | 3,864 22 |
| 65 | Old Colony, | 7,832 82 | 92,717 48 | 93,301 55 | 1,131 19 | 3,591 92 | 287,788 46 | 617,629 05 |
| 66 | Pittsfield Electric, | 1,042 15 | 7,119 80 | 17,573 82 | 115 70 | 438 11 | 34,987 68 | 34,523 73 |
| 67 | Plymouth County, | — | — | — | — | — | — | — |
| 68 | Plymouth, Carver & Wareham, | — | — | — | — | — | — | — |
| 69 | Plymouth & Sandwich, | — | 249 95 | — | — | — | 2,150 04 | 2,092 75 |
| 70 | Providence & Fall River, | 202 35 | 5,140 34 | 5,563 35 | — | — | 14,422 58 | 8,103 11 |
| 71 | Shelburne Falls & Colrain, | 15 85 | 449 89 | 697 76 | — | — | 1,635 85 | 2,477 84 |
| 72 | Somerville, | — | — | — | — | — | — | — |
| 73 | Southbridge & Sturbridge, | 4 71 | 336 21 | 308 68 | — | — | 2,652 06 | 2,545 40 |
| 74 | South Middlesex (receiver), | 107 06 | 4,323 64 | 3,000 04 | 72 06 | — | 14,889 66 | 19,307 97 |
| 75 | Springfield, | 5,278 73 | 58,754 54 | 55,903 71 | 448 83 | — | 136,403 16 | 263,005 02 |

| | | 336 08 | 3,885 34 | 2,683 70 | - | - | 22,286 15 | 20,118 95 |
|----|--|--------------|----------------|--------------|-------------|-------------|----------------|----------------|
| 76 | Springfield & Eastern, | | | | | | | |
| | Middleborough, Wareham & Buzzards Bay (receivers), | - | 280 64 | - | - | - | 4,652 92 | 2,884 51 |
| 77 | Taunton & Buzzard's Bay, | 95 83 | 305 66 | 688 01 | - | - | 15,173 46 | 11,377 42 |
| | Bristol County (receivers), | - | 583 46 | - | - | - | 4,902 83 | 2,451 41 |
| 78 | Taunton & Pawtucket, | 88 87 | 488 51 | 628 37 | - | - | 11,689 59 | 10,685 92 |
| 79 | Templeton, | - | 960 55 | 1,237 93 | - | - | 11,482 28 | 12,112 22 |
| 80 | Union, | 1,491 22 | 10,105 45 | 3,765 87 | 139 81 | 842 26 | 38,304 59 | 110,631 08 |
| | Uxbridge & Blackstone, | - | 213 99 | 55 70 | - | - | 4,685 37 | 5,570 58 |
| 81 | Waltham, | - | - | - | - | - | - | - |
| 82 | Warren, Brookfield & Spencer, | 333 11 | 1,150 66 | 1,758 98 | - | - | 11,320 15 | 15,452 55 |
| 83 | Webster & Dudley, | - | - | - | - | - | - | - |
| 84 | Webster & Dudley and Worcester | | | | | | | |
| | & Webster (lessee), | 148 24 | 7,350 79 | 2,424 29 | - | - | 10,396 49 | 14,901 86 |
| 85 | Westborough & Hopkinton, | - | 762 36 | 383 00 | - | - | 5,000 03 | 3,091 39 |
| | West End, | - | - | - | - | - | - | - |
| 86 | Western Massachusetts, | - | - | - | - | - | - | - |
| 87 | Winnisimmet, | - | - | - | - | - | - | - |
| 88 | Woonsocket (of Rhode Island), | 872 26 | 7,765 97 | 3,282 31 | 85 42 | 534 96 | 24,276 49 | 34,659 37 |
| 89 | Worcester & Blackstone Valley, | 646 95 | 3,631 14 | 1,659 72 | - | 4 00 | 9,585 75 | 14,034 61 |
| | Worcester Consolidated, | 5,304 53 | 54,705 13 | 39,556 27 | 1,340 68 | 4,723 37 | 187,618 37 | 289,667 98 |
| 91 | Worcester & Holden, | 64 72 | 1,149 76 | 1,760 78 | - | - | 12,049 39 | 8,021 16 |
| 92 | Worcester, Roch. & Charl. Dep., | - | - | - | - | - | - | - |
| 93 | Worcester & Shrewsbury R.R., | - | - | - | - | - | - | - |
| 94 | Worcester & Shrewsbury St. R'y, | - | - | - | - | - | - | - |
| 95 | Worcester & Southbridge, | 218 14 | 3,353 27 | 2,452 61 | - | - | 19,352 54 | 30,286 85 |
| 96 | Worcester & Webster, | - | - | - | - | - | - | - |
| 97 | Woronoco, | 117 59 | 7,042 15 | 3,233 40 | 240 90 | - | 12,415 72 | 22,259 76 |
| 98 | Totals, | \$172,233 16 | \$1,109,698 70 | \$884,908 94 | \$17,206 49 | \$41,066 90 | \$2,798,298 57 | \$7,397,419 16 |

Tabulated Statements from Reports of Street Railway Companies — Continued.

| RAILWAY COMPANIES. | | OPERATING EXPENSES FOR THE YEAR ENDING SEPTEMBER 30, 1905 — Continued. | | | | | | |
|--------------------|------------------------------------|--|--------------------------------|-------------------------------------|-----------------------------------|--|---|--|
| | | 43. — Removing Snow and Ice. | 44. — Damages for Injuries. | 45. — Tolls for Trackage Rights. | 46. — Rents of Buildings, etc. | 47. — Other Transportation Expenses. | 48. — Total Operating Ex- penses. | 49. — Per Cent to Earnings from Operation. |
| 1 | (Amesbury & Hampton, | \$466 21 | \$1,131 16 | \$460 38 | \$38 95 | \$565 30 | \$23,110 55 | 97.29 |
| 2 | (Amesbury & Hampton (lessee), | 303 25 | 925 00 | 145 56 | — | 1,420 40 | 27,394 24 | 87.47 |
| 3 | Amherst & Sunderland, | 301 31 | — | — | — | 329 68 | 23,003 92 | 56.39 |
| 4 | Athol & Orange, | 1,123 98 | 2,369 82 | — | 200 00 | — | 121,446 94 | 66.03 |
| 5 | Berkshire, | 832 01 | 1,800 00 | 286 26 | 246 01 | 905 85 | 63,159 13 | 80.77 |
| 6 | Blue Hill, | — | — | — | — | — | — | — |
| 7 | Boston & Chelsea, | 190,139 77 | 460,167 41 | 11,743 91 | 47,427 34 | 308,030 92 | 8,617,653 04 | 67.91 |
| 8 | Boston Elevated, | 58,365 78 | 13,576 86 | 46,351 95 | 19,563 01 | 109,116 32 | 2,585,316 23 | 65.57 |
| 9 | Boston & Northern, | — | — | — | — | — | — | — |
| 10 | Boston & Revere Electric, | 2,424 21 | 3,783 52 ¹ | 599 87 | — | — | 229,655 68 | 51.22 |
| 11 | Boston & Worcester, | — | — | — | — | — | — | — |
| 12 | Bristol & Norfolk, | 239 61 | 327 00 | 227 01 | 75 00 | 22 47 | 9,930 02 | 99.78 |
| 13 | Brookton & Plymouth, | 726 15 | 1,268 11 | — | — | 921 01 | 62,048 22 | 62.74 |
| 14 | Citizens' Electric, | 878 00 | 1,321 80 | 68 78 | — | 913 27 | 57,452 06 | 59.71 |
| 15 | Connecticut Valley, | 849 27 | 1,406 11 | — | 312 59 | 1,679 09 | 87,898 37 | 73.37 |
| 16 | Concord, Maynard & Hudson, | 899 00 | 467 02 | 750 00 | 24 00 | 1,306 75 | 34,463 40 | 68.17 |
| 17 | Conway Electric, | — | — | — | 125 00 | — | 8,071 42 | 90.47 |
| 18 | Cottage City & Edgartown Traction, | — | — | — | — | — | 4,389 33 | 75.50 |
| 19 | Dartmouth & Westport, | 625 38 | 4,902 59 | 43,637 36 | 661 64 | 13,068 46 | 101,825 42 | 65.91 |
| 20 | Dedham & Franklin, | 406 72 | 2 00 | — | — | 970 30 | 20,784 45 | 91.48 |
| 21 | East Middlesex, | — | — | — | — | — | — | — |
| 22 | East Taunton, | 361 71 | 192 50 | 417 10 | 1,276 05 | 685 43 | 22,097 60 | 65.53 |
| 23 | Fitchburg & Leominster, | 3,235 21 | 7,180 14 | — | — | 11,430 69 | 139,469 32 | 63.02 |
| 24 | Gardner, Westminster & Fitchburg, | 962 12 | 1,572 59 | — | — | 865 63 | 37,178 85 | 60.38 |
| 25 | Georgetown, Rowley & Ipswich, | 1,104 55 | 224 30 | 528 32 | 90 72 | 880 38 | 43,295 92 | 82.21 |
| 26 | Greenfield, Deerfield & Northamp., | 499 34 | 150 50 | — | 44 41 | 294 54 | 16,020 19 | — |

| | | | | | | | | |
|----|---|----------|-----------|----------|----------|----------|------------|--------|
| 26 | Greenfield & Turner's Falls, . . . | 858 90 | 2,069 87 | - | - | 475 25 | 24,984 96 | - |
| 27 | Hampshire, . . . | 53 10 | - | - | - | 135 50 | 1,126 13 | - |
| 28 | (Hampshire & Worcester, . . .) | - | - | - | - | - | 10,022 20 | - |
| 29 | Hartford & Worcester, . . . | - | - | - | - | - | 12,164 76 | - |
| 30 | Haverhill & Amesbury, . . . | 838 29 | 448 50 | 125 17 | - | 693 32 | 71,074 61 | 63.75 |
| 31 | Haverhill & Boxford, . . . | - | - | - | - | - | - | - |
| 32 | Haverhill, Georgetown & Danvers, . . . | 494 02 | 197 90 | 247 89 | - | 189 10 | 10,105 13 | - |
| 33 | (Haverhill & Plaistow, . . .) | - | - | - | - | - | - | - |
| 34 | Haverhill & Plaistow (Jessee), . . . | 245 33 | 842 19 | - | 19 13 | 508 02 | 11,456 05 | 67.38 |
| 35 | Haverhill & Southern New Hamp., . . . | 375 12 | 2,069 94 | 149 04 | 59 32 | 1,506 55 | 34,865 43 | 83.18 |
| 36 | Holyoke, . . . | 3,125 13 | 14,158 68 | - | - | 1,959 34 | 258,333 03 | 65.78 |
| 37 | Hoosac Valley, . . . | 2,403 23 | 2,518 36 | - | - | 2,596 19 | 113,472 26 | 68.90 |
| 38 | Horse Neck Beach, . . . | - | - | - | - | - | - | - |
| 39 | Interstate Consolidated, . . . | - | 9,122 18 | - | 7,085 48 | - | 119,842 02 | 78.82 |
| 40 | Lawrence & Methuen, . . . | 643 93 | 3,120 00 | 676 34 | 96 80 | 2,421 20 | 55,551 39 | 88.04 |
| 41 | Leominster, Shirley & Ayer, . . . | 333 44 | - | - | 1,935 73 | 282 22 | 7,719 12 | - |
| 42 | Lexington & Boston, . . . | 3,262 59 | 7,663 60 | 1,555 84 | 735 54 | 89 77 | 115,723 71 | 71.26 |
| 43 | Linwood, . . . | - | - | 1,293 06 | 400 00 | 547 50 | 8,932 21 | 83.85 |
| 44 | Lowell, Acton & Maynard, . . . | 28 50 | - | - | 679 10 | 50 | 5,514 83 | 96.77 |
| 45 | Lowell & Fitchburg, . . . | - | - | - | - | - | - | - |
| 46 | Lowell & Felham, . . . | 199 59 | 675 63 | 2 51 | 29 92 | 755 98 | 16,611 05 | 124 28 |
| 47 | Lowell & Woburn, . . . | - | - | - | - | - | - | - |
| 48 | Maplewood & Danvers, . . . | - | - | - | - | - | - | - |
| 49 | Marlborough & Westborough, . . . | 208 04 | 3,000 21 | - | - | 1,075 90 | 25,944 23 | 87.61 |
| 50 | Martha's Vineyard, . . . | - | - | - | - | - | - | - |
| 51 | Medfield & Medway, . . . | 588 13 | 40 00 | - | - | 579 53 | 17,706 26 | 77.20 |
| 52 | Milford, Attleboro' & Woonsocket, . . . | 947 60 | 7,944 61 | 263 92 | 267 92 | 102 00 | 57,564 25 | 73.87 |
| 53 | Milford & Uxbridge, . . . | 1,572 85 | 4,639 50 | - | - | 1,729 57 | 106,378 50 | 70.48 |
| 54 | Mount Tom, . . . | - | - | - | - | - | - | - |
| 55 | Nahant & Lynn, . . . | - | 16 00 | - | - | - | - | - |
| 56 | Natick & Cohimuate, . . . | 1,559 76 | 4,374 98 | - | 422 99 | 45 41 | 6,453 37 | 87.60 |

¹ In addition to this amount \$34,443.55 was paid in "settlement of damage claims arising from accidents of 1903 and 1904" and was charged against surplus account (see column 68).

Tabulated Statements from Reports of Street Railway Companies — Continued.

| RAILWAY COMPANIES. | | OPERATING EXPENSES FOR THE YEAR ENDING SEPTEMBER 30, 1905 — Concluded. | | | | | | |
|--------------------|-------------------------------------|--|-----------------------------|----------------------------------|--------------------------------|--------------------------------------|---------------------------------|--|
| | | 43. — Removing Snow and Ice. | 44. — Damages for Injuries. | 45. — Tolls for Trackage Rights. | 46. — Rents of Buildings, etc. | 47. — Other Transportation Expenses. | 48. — Total Operating Expenses. | 49. — Per Cent to Earnings from Operation. |
| 56 | New Bedford & Onset, | \$727 64 | \$1,577 87 | — | \$51 00 | \$5,050 52 | \$37,986 38 | 50.18 |
| 57 | Newton, | 4,444 85 | 15,627 48 | \$3,723 01 | 1,065 36 | 171 56 | 226,777 28 | 70.05 |
| 58 | Newton & Boston, | 1,540 12 | 2,998 86 | 2,737 22 | 590 16 | 27 84 | 51,253 77 | 80.94 |
| 59 | Newtonville & Watertown, | — | — | — | — | — | — | — |
| 60 | Norfolk & Bristol, | 899 12 | 1,190 10 | 552 34 | — | 2,118 95 | 57,621 49 | 103.42 |
| 61 | Northampton, | 2,867 97 | 4,065 78 | — | — | 1,465 60 | 103,802 54 | 68.65 |
| 62 | North End, | — | — | — | — | — | — | — |
| 63 | Norton & Taunton, | 1,305 69 | 22 60 | 747 75 | 440 00 | 3,501 20 | 45,846 29 | 86.62 |
| 64 | Norwood, Canton & Sharon, | 325 39 | 15 00 | — | 172 90 | 195 69 | 10,889 69 | 139.06 |
| 65 | Old Colony, | 24,292 60 | 8,895 02 | 1,056 99 | 12,296 78 | 78,508 68 | 1,612,194 91 | 67.71 |
| 66 | Pittsfield Electric, | 2,625 17 | — | — | — | 2,043 07 | 115,058 25 | 71.21 |
| 67 | Plymouth County, | — | — | — | — | — | — | — |
| 68 | Plymouth, Carver & Wareham, | — | — | — | — | — | — | — |
| 69 | Plymouth & Sandwich, | 193 80 | — | — | — | — | 5,510 50 | 73.20 |
| 70 | Providence & Fall River, | 177 74 | 256 56 | — | — | 591 35 | 41,191 24 | 81.51 |
| 71 | Shelburne Falls & Colrain, | 176 54 | — | — | 50 00 | 2,099 88 | 10,920 30 | 66.71 |
| 72 | Somerville, | — | — | — | — | — | — | — |
| 73 | Southbridge & Sturbridge, | 37 73 | — | — | — | — | 6,493 59 | — |
| 74 | South Middlesex (receiver), | 958 32 | 3,484 95 | 3 20 | 611 72 | 32 97 | 53,724 53 | 75.87 |
| 75 | Springfield, | 13,445 77 | 46,492 92 | — | — | 13,951 95 | 719,335 33 | 70.98 |

| | | 1,906 01 | 811 50 | - | 354 00 | 625 53 | 67,936 62 | 63 52 |
|----|--|--------------|--------------|--------------|--------------|--------------|-----------------|-------|
| 76 | Springfield & Eastern, (Middleboro', Wareham & Buz. Bay (receivers), | 1,906 01 | 811 50 | - | - | - | - | - |
| 77 | Taunton & Buzzard's Bay, (Bristol County (receivers), | 147 50 | 40 01 | 680 37 | 364 57 | - | 10,773 58 | - |
| 78 | Taunton & Pawtucket, (Templeton, | 556 47 | - | 2,445 46 | 1,262 65 | 579 47 | 36,758 68 | - |
| 79 | Union, | 135 70 | 106 01 | 312 67 | - | 25 75 | 8,968 70 | - |
| 80 | Uxbridge & Blackstone, | 172 23 | 106 01 | 1,312 32 | - | 1,262 31 | 31,357 93 | - |
| 81 | Waltham, | 416 90 | 7,874 86 | - | - | 329 89 | 31,560 84 | 86.72 |
| 82 | Warren, Brookfield & Spencer, | 3,616 14 | - | - | 6,577 53 | 4,283 74 | 299,774 94 | 56.46 |
| 83 | Webster & Dudley, | 12 35 | - | - | - | 137 58 | 12,958 85 | 53.21 |
| 84 | Webster & Webster (lessee), | 1,201 64 | 2,456 46 | 877 40 | 77 50 | 18,361 97 | 21,041 14 | - |
| 85 | Westborough & Hopkinton, | 545 93 | 2,269 70 | - | - | 423 38 | 42,289 39 | 68.86 |
| 86 | West End, | 241 91 | 25 00 | 87 40 | 126 72 | 391 81 | 48,907 14 | 64.80 |
| 87 | Western Massachusetts, | - | - | - | 7 00 | - | 10,789 52 | 84.27 |
| 88 | Winnisimmet, | - | - | - | - | - | - | - |
| 89 | Woonsocket (of Rhode Island), | 4,901 94 | 12,238 76 | - | 510 00 | 516 00 | 117,226 30 | 97.58 |
| 90 | Worcester & Blackstone Valley, | 438 45 | 352 50 | 70 67 | - | - | 35,882 22 | 53.50 |
| 91 | Worcester Consolidated, | 12,353 65 | 68,137 45 | 615 75 | 224 50 | 33,907 69 | 821,679 83 | 59.58 |
| 92 | Worcester & Holden, | 242 25 | - | 45 47 | - | 551 61 | 28,001 41 | 67.31 |
| 93 | Worcester, Roch. & Charl. Depot, Worcester & Shrewsbury R.R., | - | - | - | - | - | - | - |
| 94 | Worcester & Shrewsbury St. Ry., | - | - | - | - | - | - | - |
| 95 | Worcester & Southbridge, | 816 14 | 459 80 | 686 15 | - | 216 46 | 67,846 01 | 56.87 |
| 96 | Worcester & Webster, | - | - | - | - | - | - | - |
| 97 | Woronoco, | 877 78 | 164 55 | - | 550 00 | 1,087 46 | 60,732 29 | 66.83 |
| 98 | Totals, | \$365,082 57 | \$745,234 32 | \$125,544 44 | \$107,149 04 | \$641,539 25 | \$18,269,258 49 | 67.56 |

Tabulated Statements from Reports of Street Railway Companies—Continued.

| RAILWAY COMPANIES. | | EXHIBIT FOR THE YEAR ENDING SEPTEMBER 30, 1905. | | | | | | |
|--------------------|---|---|----------------------------|--|--------------------------------------|---|--------------|---|
| | | 50. — Net Earnings from Operation. | 51. — All Other Income. | 52. — Total In- come above Oper- ating Expenses. | 53. — Interest on Funded Debt. | 54. — Interest and Discount on Unfunded Debt. | 55. — Taxes. | 56. — Rentals of Leased Rail- ways. |
| 1 | (Amesbury & Hampton, (Amesbury & Hampton (lessee), | — | \$9,000 00 | \$9,000 00 | \$5,000 00 | \$2,640 58 | \$375 52 | \$9,000 00 |
| 2 | Amherst & Sunderland, | \$644 81 | 6 35 | 651 16 | — | 6,096 44 | 1,339 94 | — |
| 3 | Athol & Orange, | 3,923 92 | 105 00 | 4,028 92 | — | 38 75 | 2,441 20 | — |
| 4 | Berkshire, | 17,649 55 | — | 17,649 55 | 3,000 00 | 11,223 19 | 7,334 39 | — |
| 5 | Blue Hill, | 62,487 67 | 4,801 77 | 67,289 44 | 42,916 67 | 7,058 65 | 1,647 29 | — |
| 6 | Boston & Chelsea, | 15,039 12 | 96 48 | 15,135 60 | 12,500 00 | — | — | — |
| 7 | Boston & Elevated, | — | 7,260 00 | 7,260 00 | — | — | — | — |
| 8 | Boston & Northern, | 4,072,023 12 | 51,893 14 | 4,123,916 26 | 779,757 76 | 102,676 56 | 1,047,333 72 | 1,233,199 43 |
| 9 | Boston & Revere Electric, | 1,357,265 51 | 19,372 72 | 1,376,638 23 | 472,026 62 | — | 218,578 91 | 116,357 33 |
| 10 | Boston & Worcester, | — | 2,500 00 | 2,500 00 | — | — | — | — |
| 11 | Bristol & Norfolk, | 218,710 02 | — | 218,710 02 | 75,301 17 | 5,223 44 | 33,123 45 | — |
| 12 | Brockton & Plymouth, | 22 37 | 650 00 | 672 37 | 3,500 00 | 168 76 | 163 65 | — |
| 13 | Citizens' Electric, | 36,843 25 | 5,514 69 | 42,357 94 | 13,450 00 | 8,018 01 | 5,535 44 | — |
| 14 | Connecticut Valley, | 38,774 15 | — | 38,774 15 | 10,500 00 | 3,436 26 | 5,998 62 | — |
| 15 | Concord, Maynard & Hudson, | 31,904 82 | — | 31,904 82 | 16,000 00 | 4,598 18 | 2,520 71 | — |
| 16 | Conway Electric, | 16,091 65 | — | 16,091 65 | 8,250 00 | 5,995 61 | 1,816 74 | — |
| 17 | Cottage City & Edgartown Traction, | 850 67 | — | 850 67 | 1,750 00 | 2,640 19 | 331 32 | — |
| 18 | Dartmouth & Westport, | 1,424 57 | — | 1,424 57 | — | 150 00 | 121 21 | 280 00 |
| 19 | Dedham & Franklin, | 52,674 04 | — | 52,674 04 | 4,500 00 | — | 6,759 17 | — |
| 20 | East Middlesex, | 1,934 84 | — | 1,934 84 | 8,333 33 | 363 50 | 381 34 | — |
| 21 | East Taunton, | — | 30,037 94 | 30,037 94 | — | — | — | — |
| 22 | Fitchburg & Leominster, | 11,623 96 | — | 11,623 96 | 2,250 00 | 52 07 | 2,289 28 | — |
| 23 | Gardner, Westminster & Fitchburg, | 81,829 71 | 20,703 64 | 102,533 35 | 16,750 00 | 17,343 32 | 12,238 28 | — |
| 24 | Georgetown, Rowley & Ipswich, | 24,391 03 | 730 54 | 25,121 57 | 7,500 00 | 3,816 95 | 2,031 68 | — |
| 25 | Greenfield, Deer'd & Northampton, | 9,366 09 | — | 9,366 09 | 9,899 31 | 4,206 49 | 1,336 62 | — |
| | | 2,879 49 | 8 13 | 2,887 62 | 3,750 00 | 1,418 02 | 1,516 72 | — |

| | | | | | | | |
|----|---|------------|-----------|------------|-----------|-----------|-----------|
| 26 | Greenfield & Turner's Falls, . . . | 1,986 49 | - | 1,986 49 | 3,250 00 | 1,006 82 | 2,293 75 |
| 27 | Hampshire, . . . | 1,529 05 | 1,627 80 | 3,156 85 | - | 176 53 | 19 19 |
| 28 | (Hampshire & Worcester, . . .) | 4,124 02d | - | 4,124 02d | 1,687 50 | - | 98 38 |
| 29 | (Hampshire & Worcester (receiver), . . .) | 1,433 33 | - | 1,433 33 | - | 25 00 | 3,320 66 |
| 30 | Hartford & Worcester, . . . | - | - | - | - | - | - |
| 31 | Haverhill & Amesbury, . . . | 40,410 96 | - | 40,410 96 | 26,500 00 | 10,071 31 | 2,092 51 |
| 32 | Haverhill & Boxford, . . . | - | - | - | - | - | - |
| 33 | Haverhill, Georgetown & Danvers, . . . | 3,130 19 | - | 3,130 19 | 850 69 | 694 48 | 356 90 |
| 34 | (Haverhill & Plainstow, . . .) | 5,546 86 | 2,700 00 | 2,700 00 | 1,500 00 | - | - |
| 35 | (Haverhill & Plainstow (lessee), . . .) | 7,050 22 | 493 66 | 5,546 86 | - | 524 28 | 291 38 |
| 36 | Haverhill & Southern New Hamp., . . . | 134,363 20 | 27,956 40 | 7,543 88 | 4,000 00 | 3,944 92 | 711 71 |
| 37 | Holyoke, . . . | 51,209 36 | 2,217 64 | 162,319 60 | 30,000 00 | 5,550 02 | 28,215 46 |
| 38 | Hoosac Valley, . . . | - | - | 53,427 00 | 16,640 28 | 2,275 37 | 10,259 14 |
| 39 | Horse Neck Beach, . . . | 32,194 31 | - | 32,194 31 | - | - | - |
| 40 | Interstate Consolidated, . . . | 7,547 20 | 768 63 | 8,315 83 | 6,250 00 | 4,792 11 | 7,673 61 |
| 41 | Lawrence & Methuen, . . . | 1,379 90 | - | 1,979 90 | 1,250 00 | 1,386 59 | 1,087 01 |
| 42 | Lexington & Boston, . . . | 46,680 24 | - | 46,680 24 | 15,750 00 | 21,859 18 | 40 61 |
| 43 | Linwood, . . . | 1,720 50 | - | 1,720 50 | - | - | 6,315 85 |
| 44 | Lowell, Acton & Maynard, . . . | 184 20 | - | 184 20 | - | - | 420 05 |
| 45 | Lowell & Fitchburg, . . . | 3,245 03d | 241 30 | - | - | - | 29 53 |
| 46 | Lowell & Pelham, . . . | - | - | 3,003 73d | 2,000 00 | 1,093 68 | 229 17 |
| 47 | Lowell & Woburn, . . . | - | - | - | - | - | 52 92 |
| 48 | Maplewood & Danvers, . . . | 3,670 66 | 2,269 59 | 5,940 25 | 8,000 00 | 3,360 00 | 1,494 18 |
| 49 | Marbleborough & Westborough, . . . | - | 280 00 | 280 00 | - | - | - |
| 50 | Martha's Vineyard, . . . | 5,230 60 | - | 5,230 60 | 5,000 00 | 2,581 17 | 197 13 |
| 51 | Medfield & Medway, . . . | - | - | - | - | - | - |
| 52 | Milford, Attleboro' & Woonsocket, . . . | 20,364 62 | - | 20,364 62 | 12,500 00 | 1,616 08 | 3,239 07 |
| 53 | Milford & Uxbridge, . . . | 44,548 14 | - | 44,548 14 | 20,750 00 | 4,437 42 | 7,182 80 |
| 54 | Mount Tom, . . . | - | 6,036 80 | 6,036 80 | - | - | - |
| 55 | Nahant & Lynn, . . . | 12,774 47 | - | 12,774 47 | - | 22 26 | - |
| 56 | Natick & Cohituate, . . . | 11,180 81 | - | 11,180 81 | - | 9,391 71 | 3,491 51 |

d Deficit.

Tabulated Statements from Reports of Street Railway Companies — Continued.

| RAILWAY COMPANIES. | | EXHIBIT FOR THE YEAR ENDING SEPTEMBER 30, 1905—Continued. | | | | | | |
|--------------------|-----------------------------|---|---------------------------|---|-------------------------------------|--|-------------|--|
| | | 50.—Net Earnings from Operation. | 51.— All Other Income. | 52.— Total In- come above Oper- ating Expenses. | 53.— Interest on Funded Debt. | 54.— Interest and Discount on Unfunded Debt. | 55.— Taxes. | 56.— Rentals of Leased Rail- ways. |
| 56 | New Bedford & Onset, | \$37,720 05 | — | \$37,720 05 | \$14,000 00 | \$2,425 95 | \$4,669 97 | — |
| 57 | Newton, | 96,966 13 | — | 96,966 13 | 28,750 00 | 23,433 53 | 14,285 34 | — |
| 58 | Newton & Boston, | 12,069 23 | — | 12,069 23 | 10,000 00 | 17,389 03 | 3,384 44 | — |
| 59 | Newtonville & Watertown, | — | \$8,137 12 | 8,137 12 | — | 2,454 34 | 1,078 12 | — |
| 60 | Norfolk & Bristol, | 1,903 04 <i>d</i> | — | 1,903 04 <i>d</i> | — | 11,388 57 | 1,073 94 | — |
| 61 | Northampton, | 47,402 15 | — | 47,402 15 | 10,250 00 | 9,731 16 | 8,093 21 | — |
| 62 | North End, | — | 8,006 37 | 8,006 37 | 3,750 00 | — | — | — |
| 63 | Norton & Taunton, | 7,083 70 | — | 7,083 70 | 14,800 00 | 300 00 | 1,557 77 | — |
| 64 | Norwood, Canton & Sharon, | 3,058 82 <i>d</i> | — | 3,058 82 <i>d</i> | — | 5,957 40 | 619 64 | — |
| 65 | Old Colony, | 768,659 51 | 128,757 57 | 897,417 08 | 290,197 56 | 93,645 23 | 134,956 39 | \$85,925 43 |
| 66 | Pittsfield Electric, | 46,526 84 | 50 00 | 46,576 84 | 8,000 00 | 1,682 51 | 8,709 12 | — |
| 67 | Plymouth County, | — | — | — | — | — | — | — |
| 68 | Plymouth, Carver & Wareham, | 2,017 41 | — | 2,017 41 | — | 724 60 | 530 88 | — |
| 69 | Plymouth & Sandwich, | 9,346 07 | — | 9,346 07 | 8,250 00 | 3,701 97 | 2,124 39 | — |
| 70 | Providence & Fall River, | — | — | — | — | — | — | — |
| 71 | Shelburne Falls & Colrain, | 5,450 19 | — | 5,450 19 | 3,000 00 | 197 35 | 246 93 | — |
| 72 | Somerville, | — | 9,180 00 | 9,180 00 | — | — | — | — |
| 73 | Southbridge & Sturbridge, | 952 89 | — | 952 89 | 750 00 | 324 99 | 511 80 | — |
| 74 | South Middlesex (receiver), | 17,087 77 | — | 17,087 77 | 5,000 00 | 6,704 79 | 2,473 79 | — |
| 75 | Springfield, | 294,060 14 | — | 294,060 14 | 59,977 78 | 11,581 50 | 80,327 54 | — |

| | | | | | | | | |
|----|---|--|----------------------------|--|--|--|--|----------------|
| 76 | Springfield & Eastern, (Middleboro', Wareham, (receivers), Buz. Bay | 39,012 44 | 7,398 53 | 46,410 97 | 16,500 00 | 2,122 49 | 7,505 28 | - |
| 77 | Taunton & Buzzard's Bay, (Bristol County (receivers), (Taunton & Pawtucket, Templeton, Union, | 2,048 08 <i>d</i> 2,919 04 1,025 47 <i>d</i> 4,003 15 4,833 06 161,787 57 | - - - - - - | 2,048 08 <i>d</i> 2,919 04 1,025 47 <i>d</i> 4,003 15 4,833 06 161,787 57 | - 5,881 13 7,888 74 20,000 00 4,000 00 6,250 00 1,500 00 | - 1 16 68 29 8,662 50 5,534 98 | - 133 58 558 20 693 25 54,972 18 | - |
| 81 | Uxbridge & Blackstone, | 11,396 29 | - | 11,396 29 | 4,000 00 | 1,935 91 | 1,444 94 | - |
| 82 | Waltham, | 9,272 67 <i>d</i> | - | 9,272 67 <i>d</i> | - | - | 91 88 | - |
| 83 | Warren, Brookfield & Spencer, | 19,126 19 | - | 19,126 19 | 6,250 00 | 3,326 78 | 2,411 07 | - |
| 84 | Webster & Dudley, | - | 14,500 00 | 14,500 00 | 1,500 00 | - | - | 10,500 00 |
| 85 | Webster & Webster (lessee), | 26,569 99 | 2,197 28 | 28,767 27 | 2,000 00 | 277 50 | 459 76 | 14,500 00 |
| | Westborough & Hopkinton, | 2,013 92 | - | 2,013 92 | - | - | - | - |
| 86 | West End, | - | 1,198,805 47 | 1,198,805 47 | - | - | - | - |
| 87 | Western Massachusetts, | - | - | - | - | - | - | - |
| 88 | Winnisimmet, | - | 3,000 00 | 3,000 00 | - | - | - | - |
| 89 | Woonsocket (of Rhode Island), | 2,907 78 | - | 2,907 78 | 8,250 00 | 6,072 34 | 5,004 60 | - |
| 90 | Worcester & Blackstone Valley, | 31,182 39 | - | 31,182 39 | - | 20,088 53 | 2,002 92 | - |
| 91 | Worcester Consolidated, | 557,335 63 | - | 557,335 63 | 49,950 00 | 87,905 04 | 106,814 36 | 12,750 00 |
| 92 | Worcester & Holden, | 13,596 72 | - | 13,596 72 | 6,325 00 | 3,858 54 | 1,223 01 | - |
| 93 | Worcester, Roch. & Charl. Depot, | - | 900 00 | 900 00 | 900 00 | - | - | - |
| 94 | Worcester & Shrewsbury R.R., | - | 3,750 00 | 3,750 00 | 1,100 00 | - | - | - |
| 95 | Worcester & Shrewsbury St. Ry., | - | 1,000 00 | 1,000 00 | - | - | - | - |
| 96 | Worcester & Southbridge, | 51,448 74 | 1,662 80 | 53,111 54 | 26,800 00 | 22,949 22 | 6,187 68 | 900 00 |
| 97 | Worcester & Webster, | - | 10,500 00 | 10,500 00 | 7,500 00 | - | - | - |
| 98 | Woronoco, | 30,144 56 | 1,843 64 | 31,988 20 | 3,750 00 | 2,803 38 | 4,579 41 | - |
| | Totals, | \$8,772,032 09 | \$1,596,961 00 | \$10,368,993 09 | \$2,278,183 54 | \$619,243 48 | \$1,893,053 11 | \$1,494,362 19 |

d Deficit.

Tabulated Statements from Reports of Street Railway Companies — Continued.

| EXHIBIT FOR THE YEAR ENDING SEPTEMBER 30, 1905 — Continued. | | | | | | | |
|---|---|---|--|-------------------------------------|------------------------------|--|--------------------------------|
| RAILWAY COMPANIES. | 57. — Pay- ments to Sinking Funds, etc. | 58. — Other Deductions from Income. | 59. — Total Charges on In- come. | 60. — Net Divisible In- come. | 61. — Dividends Declared. | 62. — Per- centage of Divi- dend Declared. | 63. — Surplus for the Year. |
| | | | | | | | |
| 1 Amesbury & Hampton, (Amesbury & Hampton (lessee), | — | — | \$5,000 00 | \$4,000 00 | — | — | \$4,000 00 |
| 2 Amherst & Sunderland, | — | — | 12,016 10 | 11,364 94d | — | — | — |
| 3 Athol & Orange, | \$1,500 00 | — | 7,436 38 | 3,407 46d | — | — | — |
| 4 Berkshire, | — | \$12,254 06 | 6,979 95 | 10,669 60 | \$5,960 00 | 8 | 4,709 60 |
| 5 Blue Hill, | — | — | 73,728 31 | 6,438 87d | — | — | — |
| 6 Boston & Chelsea, | — | — | 21,205 94 | 6,070 34d | — | — | — |
| 7 Boston Elevated, | — | 228,540 63 | — | 7,260 00 | 7,260 00 | 6 | — |
| 8 Boston & Northern, | — | 30,427 05 | 3,288,831 54 | 835,084 72 | 798,000 00 | 6 | 37,084 72 |
| 9 Boston & Revere Electric, | — | — | 940,066 47 | 436,571 76 | 203,200 00 | 21 | 233,371 76 |
| 10 Boston & Worcester, | — | — | — | 2,500 00 | 2,500 00 | 5 | — |
| 11 Bristol & Norfolk, | — | 1,156 34 | 113,648 06 | 105,061 96 | 103,494 00 | 6 ² | 1,567 96 |
| 12 Brockton & Plymouth, | — | 7,928 06 | 4,988 75 | 4,316 38d | — | — | — |
| 13 Citizens' Electric, | — | 569 99 | 34,931 51 | 7,426 43 | — | — | 7,426 43 |
| 14 Connecticut Valley, | — | 285 64 | 20,524 87 | 18,249 28 | 12,000 00 | 5 | 6,249 28 |
| 15 Concord, Maynard & Hudson, | — | — | 23,414 53 | 8,490 29 | — | — | 8,490 29 |
| 16 Conway Electric, | — | — | 16,062 35 | 29 30 | — | — | 29 30 |
| 17 Cottage City & Edgartown Traction, | — | — | 4,721 51 | 3,870 84d | — | — | — |
| 18 Dartmouth & Westport, | 1,500 00 | 700 00 | 1,251 21 | 173 36 | — | — | 173 36 |
| 19 Dedham & Franklin, | — | 2,210 61 | 14,969 78 | 37,704 26 | 12,000 00 | 8 | 25,704 26 |
| 20 East Middlesex, | — | — | 9,078 17 | 7,143 33d | — | — | — |
| 21 East Taunton, | — | — | — | 30,037 94 | 29,770 00 | 10 | 267 94 |
| 22 Fitchburg & Leominster, | — | — | 4,391 35 | 7,032 61 | 5,500 00 | 5 | 1,532 61 |
| 23 Gardner, Westminster & Fitchburg, | — | 24,068 27 | 70,399 87 | 32,133 48 | 23,000 00 | 6 ³ | 9,133 48 |
| 24 Georgetown, Rowley & Ipswich, | — | 2,799 30 | 16,147 93 | 8,973 64 | — | — | 8,973 64 |
| 25 Greenfield, Deer'd & Northampton, | — | — | 13,442 42 | 6,076 33d | — | — | — |
| | — | 7,264 57 | 13,949 31 | 11,061 69d | — | — | — |

| | | | | | | | |
|----|---|-----------|-----------|--------------------|-----------|---|-----------|
| 26 | Greenfield & Turner's Falls, . . . | 566 45 | 7,117 02 | 5,130 53 <i>d</i> | 3,900 00 | 3 | - |
| 27 | Hampshire, . . . | - | 195 72 | 2,961 13 | 3,000 00 | 5 | - |
| 28 | Hampshire & Worcester, . . . | - | 1,785 88 | 5,909 90 <i>d</i> | - | - | - |
| 29 | Hartford & Worcester, . . . | - | 3,345 66 | 1,912 33 <i>d</i> | - | - | - |
| 30 | Haverhill & Amesbury, . . . | 692 32 | 39,356 14 | 1,054 82 | - | - | 1,054 82 |
| 31 | Haverhill & Boxford, . . . | - | - | - | - | - | - |
| 32 | Haverhill, Georgetown & Danvers, . . . | - | 1,902 07 | 1,228 12 | - | - | 1,228 12 |
| 33 | Haverhill & Plaistow, . . . | - | 1,500 00 | 1,200 00 | - | - | 1,200 00 |
| 34 | Haverhill & Plaistow (Jessee), . . . | - | 3,515 66 | 2,031 20 | - | - | 2,031 20 |
| 35 | Haverhill & Southern New Hamp., . . . | - | 8,656 63 | 1,112 75 <i>d</i> | - | - | - |
| | Holyoke, . . . | 18,595 84 | 90,611 32 | 71,708 28 | 56,000 00 | 8 | 15,708 28 |
| 36 | Hoosac Valley, . . . | 3,203 45 | 32,378 24 | 21,048 76 | 20,000 00 | 5 | 1,048 76 |
| 37 | Horse Neck Beach, . . . | - | - | - | - | - | - |
| 38 | Interstate Consolidated, . . . | - | 7,673 61 | 24,520 70 | 19,250 00 | 7 | 5,270 70 |
| 39 | Lawrence & Methuen, . . . | - | 12,129 12 | 3,813 29 <i>d</i> | - | - | - |
| 40 | Leominster, Shirley & Ayer, . . . | - | 2,677 20 | 697 30 <i>d</i> | - | - | - |
| 41 | Lexington & Boston, . . . | - | 43,925 03 | 2,755 21 | - | - | 2,755 21 |
| 42 | Linwood, . . . | - | 420 05 | 1,300 45 | 720 00 | 6 | 580 45 |
| 43 | Lowell, Acton & Maynard, . . . | - | 29 53 | 154 67 | - | - | 154 67 |
| 44 | Lowell & Fitchburg, . . . | - | - | - | - | - | - |
| 45 | Lowell & Pelham, . . . | - | 3,322 85 | 6,326 58 <i>d</i> | - | - | - |
| 46 | Lowell & Woburn, . . . | 632 49 | 685 41 | 685 41 <i>d</i> | - | - | - |
| 47 | Maplewood & Danvers, . . . | - | - | - | - | - | - |
| 48 | Marlborough & Westborough, . . . | 3,484 47 | 16,338 65 | 10,398 40 <i>d</i> | - | - | - |
| 49 | Martha's Vineyard, . . . | 280 00 | 280 00 | - | - | - | - |
| 50 | Medfield & Medway, . . . | - | 7,778 30 | 2,547 70 <i>d</i> | - | - | - |
| 51 | Milford, Attleboro' & Woonsocket, . . . | - | 17,355 15 | 3,009 47 | - | - | 3,009 47 |
| 52 | Milford & Uxbridge, . . . | 1,687 70 | 34,057 92 | 10,490 22 | - | - | 10,490 22 |
| 53 | Mount Tom, . . . | - | - | 6,036 80 | 6,000 00 | 6 | 36 80 |
| 54 | Nahant & Lynn, . . . | - | 22 26 | 12,752 21 | - | - | 12,752 21 |
| 55 | Natick & Cohituate, . . . | - | 12,883 22 | 1,702 41 <i>d</i> | - | - | - |

1 On \$10,160,000 of capital stock.

2 Three per cent on \$1,724,800 and three per cent on \$1,725,000 of capital stock.

a Deficit.

Tabulated Statements from Reports of Street Railway Companies — Continued.

| | | EXHIBIT FOR THE YEAR ENDING SEPTEMBER 30, 1905—Continued. | | | | | | |
|--------------------|-----------------------------|---|--|---------------------------------------|------------------------------------|-----------------------------|---|-------------------------------|
| RAILWAY COMPANIES. | | 57.—Pay- ments to Sinking Funds, etc. | 58.— Other Deductions from Income. | 59.— Total Charges on In- come. | 60.— Net Divisible In- come. | 61.— Dividends Declared. | 62.— Per- centage of Divi- dend Declared. | 63.— Surplus for the Year. |
| 56 | New Bedford & Onset, | — | — | \$21,095 92 | \$16,624 13 | — | — | \$16,624 13 |
| 57 | Newton, | — | — | 66,468 87 | 30,497 26 | \$25,270 00 | 3½ | 5,227 26 |
| 58 | Newton & Boston, | — | — | 30,773 47 | 18,704 24d | — | — | — |
| 59 | Newtonville & Watertown, | — | \$456 25 | 3,988 71 | 4,148 41 | 3,600 00 | 7½ | 548 41 |
| 60 | Norfolk & Bristol, | — | — | 12,462 51 | 14,365 55d | — | — | — |
| 61 | Northampton, | — | — | 28,074 37 | 19,327 78 | 18,000 00 | 6 | 1,327 78 |
| 62 | North End, | — | 62 65 | 3,812 65 | 4,193 72 | 4,125 00 | 3¾ | 68 72 |
| 63 | Norton & Taunton, | — | — | 16,657 77 | 9,574 07d | — | — | — |
| 64 | Norwood, Canton & Sharon, | — | — | 6,577 04 | 9,635 86d | — | — | — |
| 65 | Old Colony, | — | 27,550 30 | 632,274 91 | 265,142 17 | 146,248 00 | 2 | 118,894 17 |
| 66 | Pittsfield Electric, | \$8,073 25 | 2,260 11 | 28,724 99 | 17,851 85 | 15,000 00 | 6 | 2,851 85 |
| 67 | Plymouth County, | — | — | — | — | — | — | — |
| 68 | Plymouth, Carver & Wareham, | — | — | 1,255 48 | 761 93 | — | — | 761 93 |
| 69 | Plymouth & Sandwich, | — | — | 14,076 36 | 4,730 29d | — | — | — |
| 70 | Providence & Fall River, | — | — | — | — | — | — | — |
| 71 | Shelburne Falls & Colrain, | — | — | 3,444 28 | 2,005 91 | — | — | 2,005 91 |
| 72 | Somerville, | — | — | — | 9,180 00 | 9,180 00 | 6 | — |
| 73 | Southbridge & Sturbridge, | — | — | 1,586 79 | 633 90d | — | — | — |
| 74 | South Middlesex (receiver), | — | — | 14,178 58 | 2,909 19 | — | — | 2,909 19 |
| 75 | Springfield, | — | — | 151,886 82 | 142,173 32 | 156,672 00 | 8 | — |

| | | 9,481 83 | 35,609 60 | 10,801 37 | | 10,801 37 |
|----|---|--------------|----------------|--------------------|----------------------|--------------|
| 76 | Springfield & Eastern, (Middleboro', Wareham & Buz. Bay receivers), | - | - | 2,048 08 <i>d</i> | - | - |
| 77 | { Taunton & Buzzard's Bay, { Bristol County (receivers), | - | 6,015 87 | 3,096 88 <i>d</i> | - | - |
| 78 | { Taunton & Pawtucket, { Taunton & Pawtucket, | - | - | 1,025 47 <i>d</i> | - | - |
| 79 | Templeton, | - | 8,515 23 | 4,512 08 <i>d</i> | - | - |
| 80 | Union, | - | 9,355 75 | 4,522 69 <i>d</i> | - | - |
| | | - | 80,507 16 | 81,280 41 | 8 | 9,280 41 |
| 81 | Uxbridge & Blackstone, | - | 7,380 85 | 4,015 44 | 4 ¹ | 806 44 |
| 82 | Waltham, | - | 91 88 | 9,364 55 <i>d</i> | - | - |
| 83 | Warren, Brookfield & Spencer, { Webster & Dudley, | 2,675 93 | 14,663 78 | 4,462 41 | - | 4,462 41 |
| 84 | { Webster & Dudley and Worcester { & Webster (lessee), | - | 12,000 00 | 2,500 00 | 5 | - |
| 85 | Westborough & Hopkinton, { | 3,426 13 | 17,926 13 | 10,841 14 | - | 10,841 14 |
| | | - | 2,737 26 | 723 34 <i>d</i> | - | - |
| 86 | West End, | 8,597 70 | 8,597 70 | 1,190,207 77 | 7 and 8 ² | - |
| 87 | Western Massachusetts, | - | - | - | - | - |
| 88 | Winnimmet, | - | - | 3,000 00 | 6 | - |
| 89 | Woonsocket (of Rhode Island), | - | 19,326 94 | 16,419 16 <i>d</i> | - | - |
| 90 | Worcester & Blackstone Valley, | - | 22,091 45 | 9,090 94 | - | 9,090 94 |
| 91 | Worcester Consolidated, | 103,892 74 | 361,312 14 | 196,023 49 | 5½ | 773 49 |
| 92 | Worcester & Holden, | - | 11,406 55 | 2,190 17 | - | 2,190 17 |
| 93 | Worcester, Roch. & Charl. Depot, { Worcester & Shrewsbury R.R., | - | 900 00 | - | - | - |
| 94 | Worcester & Shrewsbury R.R., | - | 1,100 00 | 2,650 00 | 7, 7½ | 26 |
| 95 | Worcester & Shrewsbury St. Ry., | - | - | 1,000 00 | 5 | - |
| 96 | Worcester & Southbridge, | 2,925 70 | 59,762 60 | 6,651 06 <i>d</i> | - | - |
| 97 | Worcester & Webster, | - | 10,500 00 | - | - | - |
| 98 | Woronoco, | 4,700 58 | 15,833 37 | 16,154 83 | 6 | 1,154 83 |
| | Totals, | \$513,387 16 | \$6,812,302 73 | \$3,556,690 36 | 4.51 | \$606,656 35 |
| | | \$14,073 25 | | \$3,174,505 24 | | |

¹ Three per cent on \$80,000 and one per cent on \$80,900 of capital stock. ² Eight per cent on preferred and seven per cent on common stock. ^d Deficit.

Tabulated Statements from Reports of Street Railway Companies — Continued.

| RAILWAY COMPANIES. | | EXHIBIT FOR THE YEAR ENDING SEPTEMBER 30, 1905 — Continued. | | | | | | |
|--------------------|--|---|-------------------------------|-------------------------------|----------------------------|---------------------------|-------------------------------|-------------------------------|
| | | 64. — Deficit for the Year. | 65. — Surplus Sept. 30, 1904. | 66. — Deficit Sept. 30, 1904. | 67. — Credits during Year. | 68. — Debits during Year. | 69. — Surplus Sept. 30, 1905. | 70. — Deficit Sept. 30, 1905. |
| 1 | (Anesbury & Hampton,) | - | \$14,034 95 | - | \$11,304 94 | \$5,034 95 | \$13,000 00 | - |
| 2 | (Anesbury & Hampton (lessee),) | \$11,364 94 | - | - | - | - | - | - |
| 3 | Amherst & Sunderland, | 3,407 46 | - | \$7,810 78 | - | - | 27,533 91 | \$11,218 24 |
| 4 | Athol & Orange, | - | 22,824 31 | - | - | - | 64,316 59 | - |
| 5 | Berkshire, | 6,438 87 | 72,447 71 | - | 893 95 | 2,586 20 | - | - |
| 6 | Blue Hill, | 6,070 34 | - | 29,102 83 | - | - | - | 35,173 17 |
| 7 | Boston & Chelsea, | - | - | - | - | - | - | - |
| 8 | Boston Elevated, | - | 2,359,460 65 | - | 276,900 00 | - | 2,673,445 37 | - |
| 9 | Boston & Northern, | - | 55,712 97 | - | 2,972 29 | 225,450 19 | 66,606 83 | - |
| 10 | Boston & Revere Electric, | - | - | 11,363 18 | - | - | - | 11,363 18 |
| 11 | Boston & Worcester, | - | 57,246 33 | - | - | 38,155 23 ¹ | 20,679 06 | - |
| 12 | Bristol & Norfolk, | 4,316 38 | - | 5,448 41 | - | 7,260 03 | - | 17,024 82 |
| 13 | Brockton & Plymouth, | - | 5,888 39 | - | - | - | 13,314 82 | - |
| 14 | Citizens' Electric, | - | 24,165 33 | - | - | 3,330 95 | 27,083 66 | - |
| 15 | Connecticut Valley, | - | - | 3,352 57 | 7,322 47 | 12,342 23 | 117 96 | - |
| 16 | Concord, Maynard & Hudson, | - | 2,425 22 | - | - | 823 05 | 1,631 47 | - |
| 17 | Conway Electric, | 3,870 84 | - | 1,018 75 | - | - | - | 4,889 59 |
| 18 | Cottage City & Edgartown Traction, | - | - | 58 17 | - | - | 115 19 | - |
| 19 | Dartmouth & Westport, | - | 49,979 64 | - | - | - | 75,683 90 | - |
| 20 | Dedham & Franklin, | 7,143 33 | - | - | - | - | - | 7,143 33 |
| 21 | East Middlesex, | - | - | 10,738 43 | - | - | - | 10,470 49 |
| 22 | East Taunton, | - | 15,956 29 | - | - | - | 17,488 90 | - |
| 23 | Fitchburg & Leominster, | - | 15,030 86 | - | 1,908 94 | 4,999 36 | 21,073 92 | - |
| 24 | Gardner, Westminster & Fitchburg, | - | - | 5,811 79 | - | - | 3,161 85 | - |
| 25 | Georgetown, Rowley & Ipswich, | 6,076 33 | - | 4,136 82 | 13,860 33 | 10,191 12 | - | 6,543 94 |
| 26 | Greenfield, Deerfield & Northampton, | 11,061 69 | - | 1,734 60 | 12,796 29 | - | - | - |

| | | | | | | | | | |
|----|---|-----------|-----------|-----------|----------|-----------|-----------|-----------|-----------|
| 26 | Greenfield & Turner's Falls, . . . | 9,030 53 | 13,853 00 | - | 2,500 00 | 7,322 47 | - | - | - |
| 27 | Hampshire, . . . | 38 87 | 5,337 41 | - | - | - | 5,298 54 | - | - |
| 28 | Hampshire & Worcester, . . . | 5,909 90 | - | 23,216 28 | - | 1,259 63 | - | 30,385 81 | - |
| 29 | Hampshire & Worcester (receiver), . . . | 1,912 33 | - | - | - | - | - | 1,912 33 | - |
| 30 | Hartford & Worcester, . . . | - | - | 33,155 39 | - | 10,306 20 | - | - | 42,406 77 |
| 31 | Haverhill & Amesbury, . . . | - | - | - | - | - | - | - | - |
| 32 | Haverhill & Boxford, . . . | - | - | - | - | - | - | - | - |
| 33 | Haverhill, Georget'n & Danvers, . . . | - | 13,545 90 | - | 701 32 | 15,475 34 | - | - | - |
| 34 | Haverhill & Plastow, . . . | - | 3,150 00 | - | - | - | 4,350 00 | - | - |
| 35 | Haverhill & Plastow (lessee), . . . | - | - | 1,267 22 | - | 2,465 35 | - | - | - |
| 36 | Haverhill & Southern New Hamp., . . . | 1,112 75 | - | 7,767 98 | 7,635 45 | - | - | 1,245 28 | - |
| 37 | Holyoke, . . . | - | 64,967 35 | - | - | - | 80,675 63 | - | - |
| 38 | Hoosac Valley, . . . | - | 43,776 17 | - | - | 779 17 | 44,045 76 | - | - |
| 39 | Horse Neck Beach, . . . | - | - | - | - | - | - | - | - |
| 40 | Interstate Consolidated, . . . | - | 32,708 92 | - | - | - | 37,979 62 | - | - |
| 41 | Lawrence & Methuen, . . . | 3,813 29 | - | 5,559 32 | 9,824 14 | - | 451 53 | - | - |
| 42 | Leominster, Shirley & Ayer, . . . | 697 30 | 2,584 67 | - | - | 1,887 37 | - | - | - |
| 43 | Lexington & Boston, . . . | - | 2,104 78 | - | - | - | 4,859 99 | - | - |
| 44 | Linwood, . . . | - | 2,479 24 | - | 1,442 62 | - | 4,502 31 | 365 41 | - |
| 45 | Lowell, Acton & Maynard, . . . | - | - | 520 08 | - | - | - | - | - |
| 46 | Lowell & Fitchburg, . . . | 6,326 58 | - | 2,236 89 | 2,226 28 | - | - | 6,337 19 | - |
| 47 | Lowell & Pelham, . . . | - | - | - | - | - | - | 685 41 | - |
| 48 | Lowell & Woburn, . . . | 685 41 | - | - | - | - | - | - | - |
| 49 | Maplewood & Danvers, . . . | 10,398 40 | - | 2,899 53 | - | 1,385 97 | - | 14,683 90 | - |
| 50 | Marlborough & Westborough, . . . | - | - | - | 1,819 85 | 2,351 88 | - | - | - |
| 51 | Martha's Vineyard, . . . | 2,547 70 | 532 03 | 7,205 35 | 318 04 | 850 00 | - | 10,285 01 | - |
| 52 | Medfield & Medway, . . . | - | - | - | - | - | - | - | - |
| 53 | Milford, Attleboro' & Woonsocket, . . . | - | 17,196 19 | - | - | - | 20,205 66 | - | - |
| 54 | Milford & Uxbridge, . . . | - | - | 5,249 17 | 105 20 | - | 5,346 25 | - | - |
| 55 | Mount Tom, . . . | - | 735 98 | - | - | - | 772 78 | - | - |
| 56 | Nahant & Lynn, . . . | - | - | - | - | - | 12,752 21 | - | - |
| 57 | Natick & Cochituate, . . . | 1,702 41 | 13,471 17 | - | - | - | 11,708 76 | - | - |

¹ Includes \$34,443.55 paid in "settlement of damage claims arising from accidents of 1903 and 1904."

Tabulated Statements from Reports of Street Railway Companies — Continued.

| | | EXHIBIT FOR THE YEAR ENDING SEPTEMBER 30, 1905 — Concluded. | | | | | | |
|--------------------|---------------------------------------|---|-------------------------------|-------------------------------|----------------------------|---------------------------|-------------------------------|-------------------------------|
| RAILWAY COMPANIES. | | 64. — Deficit for the Year. | 65. — Surplus Sept. 30, 1904. | 66. — Deficit Sept. 30, 1904. | 67. — Credits during Year. | 68. — Debits during Year. | 69. — Surplus Sept. 30, 1905. | 70. — Deficit Sept. 30, 1905. |
| 56 | New Bedford & Onset, | — | \$26,849 29 | — | \$2,070 87 | — | \$45,544 29 | — |
| 57 | Newton, | — | 44,713 88 | — | — | — | 49,941 14 | — |
| 58 | Newton & Boston, | \$18,704 24 | — | \$103,227 53 | — | — | — | \$181,931 77 |
| 59 | Newtonville & Watertown, | — | 1,599 63 | — | — | — | 2,148 04 | — |
| 60 | Norfolk & Bristol, | 14,365 55 | — | 30,162 38 | — | \$23,308 27 | — | 67,836 20 |
| 61 | Northampton, | — | 18,485 51 | — | — | — | 19,813 29 | — |
| 62 | North End, | — | — | 18,961 42 | — | — | — | 18,892 70 |
| 63 | Norton & Taunton, | 9,574 07 | — | 43,000 69 | 50,926 27 | 14,627 30 | — | 16,275 79 |
| 64 | Norwood, Canton & Sharon, | 9,635 86 | — | 42,754 04 | — | — | — | 52,389 90 |
| 65 | Old Colony, | — | 9,136 53 | — | 1,054 30 | 94,358 41 | 34,726 59 | — |
| 66 | Pittsfield Electric, | — | 41,311 39 | — | 5,000 00 | — | 49,163 24 | — |
| 67 | Plymouth County, | — | — | — | — | — | — | — |
| 68 | Plymouth, Carver & Wareham, | — | — | — | — | — | — | — |
| 69 | Plymouth & Sandwich, | — | 3,967 87 | — | — | — | 4,729 80 | — |
| 70 | Providence & Fall River, | 4,730 29 | — | 10,475 58 | — | 1,751 70 | — | 16,957 57 |
| 71 | Shelburne Falls & Colrain, | — | 6,037 97 | — | — | — | 8,043 88 | — |
| 72 | Somerville, | — | — | — | — | — | — | — |
| 73 | Southbridge & Sturbridge, | 633 90 | 16,590 10 | — | — | 15,956 20 | — | — |
| 74 | South Middlesex (receiver), | — | — | 16,951 83 | — | — | — | 14,042 64 |
| 75 | Springfield, | 14,498 68 | 146,211 09 | — | 28,063 65 | 2,750 00 | 157,026 06 | — |

| | | 16,764 71 | 42,772 02 | 130 69 | 27,435 39 | |
|----|--|--------------|----------------|--------------|----------------|--------------|
| 76 | Springfield & Eastern, | - | - | - | - | - |
| | (Middleborough, Wareham & Buzzard's Bay (receivers), | 2,048 08 | 2,048 08 | - | - | - |
| 77 | (Taunton & Buzzard's Bay, | 3,086 83 | 303 37 | - | - | 2,793 46 |
| | (Bristol County (receivers), | 1,025 47 | 1,025 47 | - | - | - |
| 78 | (Taunton & Pawtucket, | 4,512 08 | 130 46 | - | - | 4,381 62 |
| 79 | Templeton, | 4,522 69 | - | - | - | 47,294 71 |
| 80 | Union, | 181,068 99 | 42,772 02 | 3,351 12 | 188,253 94 | - |
| 81 | Uxbridge & Blackstone, | - | - | - | 8,716 27 | - |
| 82 | Waltham, | 9,364 55 | 31,619 94 | - | - | 40,984 49 |
| 83 | Warren, Brookfield & Spencer, | 26,090 08 | - | 2,000 00 | 28,552 49 | - |
| | (Webster & Dudley, | - | 22,051 28 | 808 80 | - | 22,860 08 |
| 84 | (Webster & Dudley and Worcester & Webster (lessee), | - | - | 10,841 14 | - | - |
| 85 | Westborough & Hopkinton, | 723 34 | 2,542 55 | - | - | 3,265 89 |
| 86 | West End, | 39 73 | - | - | 860,577 46 | - |
| 87 | Western Massachusetts, | - | - | - | - | - |
| 88 | Winnisimmet, | 124 85 | - | - | 124 85 | - |
| 89 | Woonsocket (of Rhode Island), | 16,419 16 | 37,807 22 | - | - | 54,226 38 |
| 90 | Worcester & Blackstone Valley, | - | - | - | 31,420 84 | - |
| 91 | Worcester Consolidated, | 337,015 02 | - | 13,931 45 | 324,639 32 | - |
| 92 | Worcester & Holden, | 8,448 52 | - | - | 10,638 69 | - |
| 93 | Worcester, Roch. & Charl. Dep., | - | 56,082 78 | - | - | - |
| 94 | Worcester & Shrewsbury R.R., | 64,692 51 | - | - | 64,692 77 | - |
| 95 | Worcester & Shrewsbury St. R'y., | 22 05 | - | - | 22 05 | - |
| 96 | Worcester & Southbridge, | 6,651 06 | 645,573 98 | 57,882 78 | - | 102,172 21 |
| 97 | Worcester & Webster, | - | 69,637 53 | 3,035 05 | - | 72,672 58 |
| 98 | Woronoco, | - | - | - | - | - |
| | Totals, | \$224,471 23 | \$1,403,274 31 | \$598,989 60 | \$5,181,565 97 | \$931,111 86 |

Tabulated Statements from Reports of Street Railway Companies — Continued.

| | | DESCRIPTION OF RAILWAY (LENGTH IN MILES). | | | | | | 77.—Total Main Track Operated. |
|----|--|---|------------------------------------|-----------------------------------|---|---------------------------|---|--------------------------------------|
| | | 71.—Railway Line Owned. | 72.—Second Main Track Owned. | 73.—Total Main Track Owned. | 74.—Sid- ings, Switches, etc., Owned. | 75.—Total Track Owned. | 76.—Leased Main Track and Trackage Rights. | |
| 1 | {Amesbury & Hampton, | 8.342 | — | 8.342 | .409 | 8.751 | — | — |
| 2 | {Amesbury & Hampton (lessee), | — | — | — | — | — | 8.342 | 8.342 |
| 3 | Amherst & Sunderland, | 15.711 | — | 15.711 | .863 | 16.574 | — | 15.711 |
| 4 | Attol & Orange, | 6.864 | — | 6.864 | .270 | 7.134 | — | 6.864 |
| 5 | Berkshire, | 40.813 | — | 40.813 | 1.684 | 42.497 | — | 40.813 |
| 6 | Blue Hill, | 15.365 | 2.947 | 18.312 | 1.251 | 19.563 | .180 | 18.492 |
| 7 | Boston & Chelsea, | 4.116 | .038 | 4.154 | — | 4.154 | — | — |
| 8 | Boston Elevated, | 9.440 | 8.893 | 18.333 | 6.893 | 25.226 | 380.856 | 398.181 |
| 9 | Boston & Northern, | 353.253 | 68.809 | 422.062 | 17.199 | 439.261 | 52.318 | 474.380 |
| 10 | Boston & Revere Electric, | 1.856 | 1.856 | 3.712 | .100 | 3.812 | — | — |
| 11 | Boston & Worcester, | 47.406 | 25.690 | 73.096 | 2.143 | 75.239 | .524 | 73.620 |
| 12 | Bristol & Norfolk, | 9.525 | — | 9.525 | .123 | 9.648 | .378 | 6.573 |
| 13 | Brockton & Plymouth, | 22.091 | — | 22.091 | 1.964 | 24.055 | — | 22.091 |
| 14 | Citizens' Electric, | 21.767 | — | 21.767 | .936 | 22.703 | .568 | 22.335 |
| 15 | Connecticut Valley, | 45.412 | — | 45.412 | 1.892 | 47.304 | — | 45.412 |
| 16 | Concord, Maynard & Hudson, | 12.470 | — | 12.470 | .600 | 13.070 | .350 | 12.820 |
| 17 | Conway Electric, | 5.910 | — | 5.910 | .520 | 6.430 | — | 5.910 |
| 18 | Cottage City & Edgartown Traction, | 5.350 | — | 5.350 | .500 | 5.850 | 1.100 | 6.450 |
| 19 | Dartmouth & Westport, | 9.250 | 6.730 | 15.980 | .104 | 16.084 | 12.174 | 28.154 |
| 20 | Dedham & Franklin, | 9.079 | — | 9.079 | .371 | 9.450 | — | 9.079 |
| 21 | East Middlesex, | 16.009 | 2.582 | 18.591 | .803 | 19.394 | — | — |
| 22 | East Taunton, | 10.524 | — | 10.524 | .176 | 10.700 | .724 | 11.248 |
| 23 | Fitchburg & Leominster, | 33.686 | 5.345 | 39.031 | 1.669 | 40.700 | — | 39.031 |
| 24 | Gardner, Westminster & Fitchburg, | 15.680 | — | 15.680 | .370 | 16.050 | — | 14.680 |
| 25 | Georgetown, Rowley & Ipswich, | 23.338 | — | 23.338 | .683 | 24.021 | .797 | 24.135 |
| 26 | Greenfield, Deerfield & Northamp. *, | 14.085 | — | 14.085 | .625 | 14.710 | 8.077 | 22.162 |

Tabulated Statements from Reports of Street Railway Companies — Continued.

| RAILWAY COMPANIES. | | DESCRIPTION OF RAILWAY (LENGTH IN MILES) — Concluded. | | | | | | |
|--------------------|-----------------------------|---|--------------------------------|-------------------------------|---------------------------------------|--------------------------|--|----------------------------------|
| | | 71. — Railway Line Owned. | 72. — Second Main Track Owned. | 73. — Total Main Track Owned. | 74. — Sidings, Switches, etc., Owned. | 75. — Total Track Owned. | 76. — Leased Main Track and Trackage Rights. | 77. — Total Main Track Operated. |
| 56 | New Bedford & Onset, | 16.136 | 3.654 | 19.790 | 2.045 | 21.835 | — | 19.790 |
| 57 | Newton, | 26.246 | 8.320 | 34.566 | 2.321 | 36.887 | 3.354 | 37.920 |
| 58 | Newton & Boston, | 9.031 | — | 9.031 | .755 | 9.786 | 1.507 | 10.538 |
| 59 | Newtonville & Watertown, | 4.308 | — | 4.308 | .357 | 4.665 | — | — |
| 60 | Norfolk & Bristol, | 20.567 | — | 20.567 | .478 | 21.045 | .293 | 20.860 |
| 61 | Northampton, | 24.369 | — | 24.369 | 2.209 | 26.578 | — | 24.369 |
| 62 | North End, | 4.995 | — | 4.995 | .135 | 5.130 | — | — |
| 63 | Norton & Taunton, | 29.000 | — | 29.000 | .830 | 29.830 | .407 | 29.407 |
| 64 | Norwood, Canton & Sharon, | 6.073 | — | 6.073 | .209 | 6.282 | — | 6.042 |
| 65 | Old Colony, | 313.520 | 43.898 | 357.418 | 16.477 | 373.895 | 19.268 | 351.856 |
| 66 | Pittsfield Electric, | 25.958 | .749 | 26.707 | .738 | 27.445 | — | 26.707 |
| 67 | Plymouth County, | — | — | — | — | — | — | — |
| 68 | Plymouth, Carver & Wareham, | 6.146 | — | 6.146 | .213 | 6.359 | — | 6.146 |
| 69 | Plymouth & Sandwich, | 11.983 | — | 11.983 | .546 | 12.529 | — | 11.983 |
| 70 | Providence & Fall River, | — | — | — | — | — | — | — |
| 71 | Shelburne Falls & Colrain, | 6.530 | — | 6.530 | .480 | 7.010 | — | 6.530 |
| 72 | Somerville, | 6.356 | 1.424 | 7.780 | .253 | 8.033 | — | — |
| 73 | Southbridge & Sturbridge,* | 7.590 | — | 7.590 | .400 | 7.990 | — | 7.590 |
| 74 | South Middlesex (receiver), | 13.074 | 1.725 | 14.799 | 1.155 | 15.954 | .169 | 14.968 |
| 75 | Springfield, | 64.914 | 22.103 | 87.017 | 6.729 | 93.746 | — | 87.017 |

| | 28.374 | - | 28.374 | 2.178 | 30.552 | - | 28.374 | 2.178 | 30.552 | - | 28.374 |
|--|-----------|---------|-----------|---------|-----------|------|-----------|---------|-----------|------|-----------|
| 76 Springfield & Eastern, Middleboro, Wareham & Buzzard's Bay (receivers), | 28.374 | - | 28.374 | - | 30.552 | - | 28.374 | - | 30.552 | - | 28.374 |
| 77 Taunton & Buzzard's Bay, (Bristol County (receivers), | 21.451 | - | 21.451 | .813 | 22.264 | - | 21.451 | .813 | 22.264 | - | 21.451 |
| 78 Taunton & Pawtucket, | 15.988 | .470 | 16.458 | 1.439 | 17.897 | .688 | 16.458 | 1.439 | 17.897 | .688 | 16.458 |
| 79 Templeton, | 17.873 | - | 17.873 | - | 17.873 | - | 17.873 | - | 17.873 | - | 17.873 |
| 80 Union, | 24.496 | 4.374 | 28.870 | 1.649 | 30.519 | .167 | 28.870 | 1.649 | 30.519 | .167 | 28.870 |
| 81 Uxbridge & Blackstone, | 9.602 | - | 9.602 | .290 | 9.892 | - | 9.602 | .290 | 9.892 | - | 9.602 |
| 82 Waltham, | 6.418 | - | 6.418 | .052 | 6.470 | - | 6.418 | .052 | 6.470 | - | 6.418 |
| 83 Warren, Brookfield & Spencer, Webster & Dudley, | 19.607 | - | 19.607 | .491 | 20.098 | - | 19.607 | .491 | 20.098 | - | 19.607 |
| 84 Webster & Dudley and Worcester & Webster (lessee), | 5.650 | - | 5.650 | .187 | 5.837 | - | 5.650 | .187 | 5.837 | - | 5.650 |
| 85 Westborough & Hopkinton, | 6.470 | - | 6.470 | - | 6.470 | - | 6.470 | - | 6.470 | - | 6.470 |
| 86 West End, | 181.977 | 157.939 | 339.916 | 40.658 | 380.574 | - | 339.916 | 40.658 | 380.574 | - | 339.916 |
| 87 Western Massachusetts, | 9.622 | - | 9.622 | .498 | 10.120 | - | 9.622 | .498 | 10.120 | - | 9.622 |
| 88 Winstimmet, | 1.043 | 1.016 | 2.059 | .128 | 2.187 | - | 2.059 | .128 | 2.187 | - | 2.059 |
| 89 Woonsocket (of Rhode Island), | 21.961 | - | 21.961 | .863 | 22.824 | - | 21.961 | .863 | 22.824 | - | 21.961 |
| 90 Worcester & Blackstone Valley, | 15.740 | - | 15.740 | .620 | 16.360 | - | 15.740 | .620 | 16.360 | - | 15.740 |
| 91 Worcester Consolidated, | 109.420 | 20.699 | 130.119 | 3.372 | 133.491 | - | 130.119 | 3.372 | 133.491 | - | 130.119 |
| 92 Worcester & Holden, | 9.384 | - | 9.384 | .580 | 9.964 | - | 9.384 | .580 | 9.964 | - | 9.384 |
| 93 Worcester, Roch. & Charl. Dep.*, | 1.500 | 1.500 | 3.000 | - | 3.000 | - | 3.000 | - | 3.000 | - | 3.000 |
| 94 Worcester & Shrewsbury R.R., | 2.700 | - | 2.700 | .550 | 3.250 | - | 2.700 | .550 | 3.250 | - | 2.700 |
| 95 Worcester & Shrewsbury St. Ry., | .425 | - | .425 | .034 | .459 | - | .425 | .034 | .459 | - | .425 |
| 96 Worcester & Southbridge, | 25.960 | 1.760 | 27.720 | 2.990 | 30.710 | - | 27.720 | 2.990 | 30.710 | - | 27.720 |
| 97 Worcester & Webster, | 15.161 | - | 15.161 | .644 | 15.805 | - | 15.161 | .644 | 15.805 | - | 15.161 |
| 98 Woonoco, | 15.793 | .342 | 16.135 | .793 | 16.928 | - | 16.135 | .793 | 16.928 | - | 16.135 |
| Totals, ¹ | 2,219.792 | 405.442 | 2,625.234 | 151.474 | 2,776.708 | - | 2,625.234 | 151.474 | 2,776.708 | - | 2,625.234 |
| | | | | | | | | | | | 541.446 |
| | | | | | | | | | | | 2,668.501 |

¹ Not including the companies marked *, these companies having been consolidated during the year.

Tabulated Statements from Reports of Street Railway Companies — Continued.

| | RAILWAY COMPANIES. | DESCRIPTION OF EQUIPMENT. | | | | | | 84.—Electric Motors. |
|----|------------------------------------|----------------------------|-----------------------------|------------------------------|----------------------------|--------------------|------------------------|-------------------------|
| | | 78.—Box Passenger Cars. | 79.—Open Passenger Cars. | 80.—Total Passenger Cars. | 81.—Other Service Cars. | 82.—Snow Plows. | 83.—Other Vehicles. | |
| 1 | (Amesbury & Hampton, | — | — | — | — | — | — | — |
| 2 | (Amesbury & Hampton (lessee), | 2 | 9 | 11 | — | 1 | — | 22 |
| 3 | Amherst & Sunderland, | 5 | 6 | 11 | 6 | 1 | — | 32 |
| 4 | Athol & Orange, | 8 | 5 | 13 | — | 1 | 1 | 28 |
| 5 | Berkshire, | 19 | 14 | 33 | 1 | 4 | 5 | 126 |
| 6 | Blue Hill, | 12 | 16 | 28 | 12 | 3 | 1 | 80 |
| 7 | Boston & Chelsea, | — | — | — | — | — | — | — |
| 8 | Boston Elevated, | 1,802 | 1,523 | 3,325 | 54 | 305 | 1,109 | 4,719 |
| 9 | Boston & Northern, | 482 | 648 | 1,130 | 54 | 138 | 188 | 2,458 |
| 10 | Boston & Revere Electric, | — | — | — | — | — | — | — |
| 11 | Boston & Worcester, | 42 | 25 | 67 | 5 | 12 | 7 | 215 |
| 12 | Bristol & Norfolk, | 2 | 2 | 4 | 1 | — | — | 9 |
| 13 | Brockton & Plymouth, | 10 | 16 | 26 | 2 | 3 | 3 | 69 |
| 14 | Citizens' Electric, | 14 | 28 | 42 | 2 | 3 | 5 | 65 |
| 15 | Connecticut Valley, | 21 | 22 | 43 | 9 | 5 | 6 | 106 |
| 16 | Concord, Maynard & Hudson, | 9 | 7 | 16 | 1 | 2 | — | 70 |
| 17 | Conway Electric, | 3 | 2 | 5 | 10 | 1 | — | 10 |
| 18 | Cottage City & Edgartown Traction, | 2 | 4 | 6 | 2 | — | 1 | 8 |
| 19 | Dartmouth & Westport, | 11 | 12 | 23 | 9 | 2 | 1 | 108 |
| 20 | Dedham & Franklin, | 10 | 3 | 13 | 1 | 2 | 2 | 12 |
| 21 | East Middlesex, | — | — | — | — | — | — | — |
| 22 | East Taunton, | 3 | 4 | 7 | 1 | 2 | 1 | 16 |
| 23 | Fitchburg & Leominster, | 23 | 32 | 55 | 5 | 5 | 34 | 116 |
| 24 | Gardner, Westminster & Fitchburg, | 9 | 12 | 21 | 2 | 2 | 1 | 42 |
| 25 | Georgetown, Rowley & Ipswich, | 11 | 12 | 23 | 1 | 4 | 2 | 52 |
| 26 | Greenfield, Deerfield & Northamp,* | 5 | 6 | 11 | 2 | — | — | 34 |

| | | | | | | | | |
|----|---|----|----|-----|---|---|----|-----|
| 26 | Greenfield & Turner's Falls, * | 12 | 8 | 20 | 2 | 2 | 3 | 39 |
| 27 | Hampshire, | - | - | - | - | - | - | - |
| 28 | Hampshire & Worcester, | 4 | 8 | 12 | - | 1 | 2 | 28 |
| 29 | Hampshire & Worcester (receiver), | - | - | - | - | - | - | - |
| 30 | Hartford & Worcester, | 20 | 40 | 60 | 2 | 7 | 8 | 68 |
| 31 | Haverhill & Amesbury, | - | - | - | - | - | - | - |
| 32 | Haverhill & Boxford, | - | 3 | 6 | - | 1 | - | 14 |
| 33 | Haverhill, Georgetown & Danvers, * | 3 | - | - | - | - | - | - |
| 34 | Haverhill & Plaistow, | - | - | - | - | - | - | - |
| 35 | Haverhill & Plaistow (lessee), | 5 | 6 | 11 | - | 1 | - | 44 |
| 36 | Haverhill & Southern New Hamp., | 39 | 67 | 106 | 6 | 9 | 17 | 220 |
| 37 | Holyoke, | - | - | - | - | - | - | - |
| 38 | Hoosac Valley, | 19 | 17 | 36 | 2 | 3 | 3 | 98 |
| 39 | Horse Neck Beach, | - | - | - | - | - | - | - |
| 40 | Interstate Consolidated, | 5 | 7 | 12 | - | 2 | - | 48 |
| 41 | Lawrence & Methuen, | - | - | - | - | - | - | - |
| 42 | Leominster, Shirley & Ayer, *. | - | - | - | - | - | - | - |
| 43 | Lexington & Boston, | 25 | 38 | 63 | 2 | 7 | 9 | 178 |
| 44 | Linwood, | 4 | - | 4 | - | - | - | 12 |
| 45 | Lowell, Acton & Maynard, | - | - | - | - | - | - | - |
| 46 | Lowell & Fitchburg, | 4 | 5 | 9 | - | 1 | - | 36 |
| 47 | Lowell & Pelham, | - | - | - | - | - | - | - |
| 48 | Lowell & Woburn, | - | - | - | - | - | - | - |
| 49 | Maplewood & Danvers, | - | - | - | - | - | - | - |
| 50 | Marlborough & Westborough, | 6 | 6 | 12 | 1 | 2 | - | 30 |
| 51 | Martha's Vineyard, | - | - | - | - | - | - | - |
| 52 | Medfield & Medway, | 4 | 3 | 7 | - | 2 | - | 10 |
| 53 | Milford, Attleboro' & Woonsocket, | 10 | 16 | 26 | - | 3 | 1 | 105 |
| 54 | Milford & Uxbridge, | 21 | 20 | 41 | 3 | 8 | 3 | 104 |
| 55 | Mount Tom, | - | - | - | - | - | - | - |
| 56 | Nahant & Lynn, | 2 | 7 | 9 | - | 1 | - | 16 |
| 57 | Natick & Cohasset, | 17 | 19 | 36 | 2 | 3 | 4 | 82 |

Tabulated Statements from Reports of Street Railway Companies — Continued.

| | RAILWAY COMPANIES. | DESCRIPTION OF EQUIPMENT — Concluded. | | | | | | |
|----|-------------------------------------|---------------------------------------|-------------------------------|--------------------------------|------------------------------|----------------------|--------------------------|---------------------------|
| | | 78. — Box Passenger Cars. | 79. — Open Passenger Cars. | 80. — Total Passenger Cars. | 81. — Other Service Cars. | 82. — Snow Plows. | 83. — Other Vehicles. | 84. — Electric Motors. |
| 56 | New Bedford & Onset, | 6 | 12 | 18 | 3 | 2 | — | 80 |
| 57 | Newton, | 60 | 79 | 139 | 3 | 11 | 20 | 287 |
| 58 | Newton & Boston, | 7 | 10 | 17 | 2 | 3 | 7 | 41 |
| 59 | Newtonville & Watertown, | — | — | — | — | — | — | — |
| 60 | Norfolk & Bristol, | 8 | 12 | 20 | 2 | 2 | 1 | 48 |
| 61 | Northampton, | 21 | 23 | 44 | 9 | 3 | 9 | 106 |
| 62 | North End, | — | — | — | — | — | — | — |
| 63 | Norton & Taunton, | 10 | 8 | 18 | 3 | 3 | — | 52 |
| 64 | Norwood, Canton & Sharon, | 4 | 3 | 7 | — | — | — | 14 |
| 65 | Old Colony, | 302 | 417 | 719 | 71 | 73 | 68 | 1,507 |
| 66 | Pittsfield Electric, | 16 | 18 | 34 | 1 | 3 | 6 | 110 |
| 67 | Plymouth County, | — | — | — | — | — | — | — |
| 68 | Plymouth, Carver & Wareham, | — | — | — | — | — | — | — |
| 69 | Plymouth & Sandwich, | 2 | 2 | 4 | — | — | — | 8 |
| 70 | Providence & Fall River, | 9 | 10 | 19 | 1 | 3 | 1 | 60 |
| 71 | Shelburne Falls & Colrain, | 3 | 2 | 5 | 8 | 1 | — | 6 |
| 72 | Somerville, | — | — | — | — | — | — | — |
| 73 | Southbridge & Sturbridge,* | 6 | 5 | 11 | 1 | 1 | — | 20 |
| 74 | South Middlesex (receiver), | 13 | 6 | 19 | 1 | 3 | 3 | 54 |
| 75 | Springfield, | 107 | 120 | 227 | 18 | 24 | 11 | 650 |

| | | | | | | | | |
|--------------------------------|---|-------|-------|-------|-----|-----|-------|--------|
| 76 | Springfield & Eastern, Middleboro', Wareham & Buz. Bay (receivers), | 13 | 21 | 34 | 2 | 6 | 2 | 118 |
| 77 | Taunton & Buzzard's Bay, Bristol County (receivers), | 8 | 17 | 25 | 4 | 3 | - | - |
| 78 | Taunton & Pawtucket, | 10 | 11 | 21 | 1 | 2 | - | 66 |
| 79 | Templeton, | 7 | 6 | 13 | 2 | 3 | - | 26 |
| 80 | Union, | 48 | 67 | 115 | 8 | 8 | 14 | 185 |
| 81 | Uxbridge & Blackstone, | 3 | 6 | 9 | 1 | 1 | - | 12 |
| 82 | Waltham, | - | 6 | 6 | - | - | - | - |
| 83 | Warren, Brookfield & Spencer, Webster & Dudley, | 7 | 10 | 17 | 2 | 2 | 1 | 32 |
| 84 | Webster & Dudley and Worcester & Webster (lessee), | - | - | - | - | - | - | - |
| 85 | Westborough & Hopkinton, | 9 | 14 | 23 | 2 | 3 | 2 | 78 |
| 86 | West End, | - | - | - | - | - | - | - |
| 87 | Western Massachusetts, | - | - | - | - | - | - | - |
| 88 | Winnisimmet, | - | - | - | - | - | - | - |
| 89 | Woonsocket (of Rhode Island), | 16 | 21 | 37 | 2 | 2 | 10 | 73 |
| 90 | Worcester & Blackstone Valley, | 8 | 10 | 18 | 2 | 3 | 1 | 60 |
| 91 | Worcester Consolidated, | 144 | 166 | 310 | 15 | 36 | 44 | 772 |
| 92 | Worcester & Holden, | 3 | 4 | 7 | 4 | 1 | - | 28 |
| 93 | Worcester, Koch. & Charl. Depot*, | - | - | - | - | - | - | - |
| 94 | Worcester & Shrewsbury R.R., | - | - | - | - | - | - | - |
| 95 | Worcester & Shrewsbury St. Ry., | - | - | - | - | - | - | - |
| 96 | Worcester & Southbridge, | 14 | 25 | 39 | 22 | 5 | - | 124 |
| 97 | Worcester & Webster, | - | - | - | - | - | - | - |
| 98 | Woronoco, | 12 | 19 | 31 | 4 | 3 | 3 | 68 |
| Totals, ¹ | | 3,555 | 3,786 | 7,341 | 389 | 755 | 1,617 | 14,167 |

¹ Not including the companies marked *, these companies having been consolidated during the year.

Tabulated Statements from Reports of Street Railway Companies — Continued.

| | RAILWAY COMPANIES. | VOLUME OF TRAFFIC. | | | | STOCKHOLDERS. | | | 91. — Stock held in Massachusetts. |
|----|------------------------------------|---------------------------------|---|----------------------|----------------------------|---------------------|-------------------------|---------------|------------------------------------|
| | | 85. — Total Passengers Carried. | 86. — Average Number per Mile of Main Track Operated. | 87. — Car Miles Run. | 88. — Number of Employees. | 89. — Total Number. | 90. — In Massachusetts. | | |
| 1 | Amesbury & Hampton, | — | 60,526 | — | — | 6 | 5 | \$500 00 | |
| 2 | Amesbury & Hampton (lessee), | 504,910 | 36,283 | 151,300 | 16 | — | — | — | |
| 3 | Amherst & Sunderland, | 570,042 | 36,283 | 221,039 | 22 | 115 | 113 | 119,700 00 | |
| 4 | Athol & Orange, | 841,493 | 122,595 | 143,995 | 16 | 12 | 11 | 73,300 00 | |
| 5 | Berkshire, | 3,666,620 | 89,839 | 822,281 | 122 | 30 | 20 | 121,600 00 | |
| 6 | Blue Hill, | 1,553,758 | 84,023 | 383,272 | 60 | 58 | 56 | 293,000 00 | |
| 7 | Boston & Chelsea, | — | — | — | — | 100 | 74 | 99,050 00 | |
| 8 | Boston Elevated, | 246,941,776 | 620,175 | 48,069,404 | 7,471 | 3,117 | 2,678 | 11,125,500 00 | |
| 9 | Boston & Northern, | 79,404,153 | 167,385 | 15,899,702 | 2,529 | 25 | 24 | 9,886,300 00 | |
| 10 | Boston & Revere Electric, | — | — | — | — | 16 | 13 | 35,200 00 | |
| 11 | Boston & Worcester, | 9,110,182 | 123,746 | 1,820,575 | 230 | 16 | 15 | 1,724,900 00 | |
| 12 | Bristol & Norfolk, | 186,590 | 28,387 | 64,422 | 8 | 26 | 25 | 99,900 00 | |
| 13 | Brockton & Plymouth, | 1,975,092 | 89,407 | 434,971 | 60 | 62 | 59 | 290,000 00 | |
| 14 | Citizens' Electric, | 1,952,037 | 87,398 | 352,036 | 65 | 29 | 28 | 233,900 00 | |
| 15 | Connecticut Valley, | 2,372,002 | 52,233 | 599,881 | 110 | 207 | 192 | 377,600 00 | |
| 16 | Concord, Maynard & Hudson, | 989,265 | 77,166 | 237,163 | 30 | 95 | 93 | 173,500 00 | |
| 17 | Conway Electric, | 58,690 | 9,931 | 30,448 | 5 | 97 | 93 | 94,850 00 | |
| 18 | Cottage City & Edgartown Traction, | 116,278 | 18,028 | 20,979 | 10 | 10 | 10 | 60,000 00 | |
| 19 | Dartmouth & Westport, | 2,742,792 | 97,421 | 395,926 | 100 | 74 | 65 | 77,700 00 | |
| 20 | Dedham & Franklin, | 463,480 | 51,049 | 126,086 | 16 | 7 | 7 | 75,000 00 | |
| 21 | East Middlesex, | — | — | — | — | 115 | 100 | 261,800 00 | |
| 22 | East Taunton, | 674,668 | 59,981 | 151,658 | 15 | 66 | 66 | 110,000 00 | |
| 23 | Fitchburg & Leominster, | 4,223,766 | 108,216 | 888,055 | 100 | 121 | 117 | 442,500 00 | |
| 24 | Gardner, Westminster & Fitchburg, | 1,203,906 | 82,010 | 238,481 | 40 | 74 | 72 | 183,400 00 | |
| 25 | Georgetown, Rowley & Ipswich, | 1,099,794 | 45,569 | 344,398 | 46 | 15 | 15 | 240,000 00 | |
| 26 | Greenfield, Deer'd & Northampton,* | 380,638 | — | 128,690 | 20 | 71 | 66 | 151,800 00 | |

| | | | | | | | | |
|----|-----------------------------------|-----------|---------|-----------|-----|-----|-----|------------|
| 26 | Greenfield & Turner's Falls,* | 544,648 | — | 166,218 | 40 | 118 | 110 | 122,000 00 |
| 27 | Hampshire, | 38,565 | — | 17,859 | 6 | 37 | 36 | 59,000 00 |
| 28 | Hampshire & Worcester, | 116,099 | — | 44,984 | 30 | 99 | 94 | 97,800 00 |
| 29 | Hampshire & Worcester (receiver), | 251,336 | — | 68,573 | 25 | — | — | — |
| 30 | Hartford & Worcester, | — | — | — | — | 25 | 24 | 23,000 00 |
| 31 | Haverhill & Amesbury, | 2,304,243 | 85,641 | 511,295 | 60 | 20 | 19 | 145,000 00 |
| 32 | Haverhill & Boxford, | — | — | — | — | 15 | 15 | 11,000 00 |
| 33 | Haverhill, Georgetown & Danvers,* | 274,900 | — | 75,624 | 11 | 10 | 10 | 60,000 00 |
| 34 | Haverhill & Plaistow, | 350,059 | 130,522 | 72,400 | 6 | 6 | 5 | 500 00 |
| 35 | Haverhill & Plaistow (lessee), | 889,329 | 111,978 | 223,000 | 17 | 6 | 5 | 500 00 |
| 36 | Haverhill & Southern New Hamp., | 7,727,883 | 160,663 | 1,709,997 | 246 | 211 | 178 | 631,000 00 |
| 37 | Holyoke, | 3,283,632 | 119,214 | 932,466 | 100 | 35 | 33 | 320,000 00 |
| 38 | Hoosac Valley, | — | — | — | — | 55 | 52 | 21,510 00 |
| 39 | Horse Neck Beach, | 3,021,442 | 147,000 | 566,838 | 113 | 5 | 1 | 55,000 00 |
| 40 | Interstate Consolidated, | 1,273,198 | 99,914 | 350,900 | 28 | 6 | 5 | 500 00 |
| 41 | Lawrence & Methuen, | 198,278 | — | 64,700 | 8 | 42 | 42 | 100,000 00 |
| 42 | Leominster, Shirley & Ayer,* | 3,217,990 | 108,219 | 730,652 | 99 | 8 | 8 | 525,000 00 |
| 43 | Lexington & Boston, | 297,631 | 136,491 | 43,102 | 6 | 17 | 16 | 11,700 00 |
| 44 | Linwood, | 113,388 | 57,763 | 45,395 | 6 | 14 | 14 | 20,000 00 |
| 45 | Lowell, Acton & Maynard, | — | — | — | — | 5 | 4 | 40 00 |
| 46 | Lowell & Fitchburg, | 389,327 | 122,932 | 107,800 | 8 | 7 | 6 | 600 00 |
| 47 | Lowell & Pelham, | — | — | — | — | 15 | 14 | 13,600 00 |
| 48 | Lowell & Woburn, | — | — | — | — | 14 | 14 | 19,000 00 |
| 49 | Maplewood & Danvers, | 644,018 | 47,670 | 174,473 | 22 | 36 | 35 | 157,500 00 |
| 50 | Marlborough & Westborough, | — | — | — | — | 6 | 6 | 8,000 00 |
| 51 | Martha's Vineyard, | 462,423 | 42,004 | 143,814 | 18 | 13 | 13 | 100,000 00 |
| 52 | Medfield & Medway, | 1,543,348 | 51,445 | 544,824 | 43 | 65 | 65 | 315,000 00 |
| 53 | Milford, Attleboro' & Woonsocket, | 2,910,165 | 83,854 | 703,703 | 100 | 123 | 17 | 85,000 00 |
| 54 | Milford & Uxbridge, | — | — | — | — | 98 | 86 | 83,800 00 |
| 55 | Mount Tom, | 254,652 | — | 30,411 | 28 | 38 | 38 | 83,300 00 |
| 56 | Nahant & Lynn, | 1,771,486 | 98,800 | 511,197 | 67 | 16 | 16 | 100,000 00 |
| 57 | Natick & Cohiminate, | — | — | — | — | — | — | — |

Tabulated Statements from Reports of Street Railway Companies — Continued.

| | RAILWAY COMPANIES. | VOLUME OF TRAFFIC — Concluded. | | | | STOCKHOLDERS — Concluded. | | 91. — Stock held in Massachusetts. |
|----|---------------------------------------|---------------------------------|---|----------------------|----------------------------|---------------------------|-------------------------|------------------------------------|
| | | 85. — Total Passengers Carried. | 86. — Average Number per Mile of Main Track Operated. | 87. — Car Miles Run. | 88. — Number of Employees. | 89. — Total Number. | 90. — In Massachusetts. | |
| 56 | New Bedford & Onset, | 1,057,303 | 53,426 | 212,427 | 45 | 184 | 179 | \$492,500 00 |
| 57 | Newton, | 6,700,132 | 176,691 | 1,486,729 | 206 | 8 | 8 | 722,000 00 |
| 58 | Newton & Boston, | 1,273,025 | 120,803 | 375,582 | 58 | 8 | 8 | 200,000 00 |
| 59 | Newtonville & Watertown, | — | — | — | — | 19 | 19 | 50,000 00 |
| 60 | Norfolk & Bristol, | 1,114,756 | 53,440 | 359,968 | 47 | 16 | 15 | 194,000 00 |
| 61 | Northampton, | 2,983,508 | 122,431 | 779,795 | 95 | 192 | 157 | 249,400 00 |
| 62 | North End, | — | — | — | — | 26 | 25 | 109,900 00 |
| 63 | Norton & Taunton, | 1,157,168 | 39,350 | 377,982 | 48 | 73 | 72 | 257,000 00 |
| 64 | Norwood, Canton & Sharon, | 153,995 | 25,487 | 55,010 | 10 | 11 | 11 | 62,500 00 |
| 65 | Old Colony, | 48,111,541 | 136,736 | 9,387,870 | 1,648 | 33 | 30 | 6,999,600 00 |
| 66 | Pittsfield Electric, | 3,245,211 | 121,512 | 687,299 | 82 | 53 | 50 | 249,200 00 |
| 67 | Plymouth County, | — | — | — | — | 13 | 13 | 12,500 00 |
| 68 | Plymouth, Carver & Wareham, | — | — | — | — | 86 | 84 | 30,149 78 |
| 69 | Plymouth & Sandwich, | 82,205 | 13,375 | 39,660 | 4 | 27 | 24 | 31,100 00 |
| 70 | Providence & Fall River, | 1,149,683 | 95,943 | 256,766 | 36 | 34 | 31 | 154,700 00 |
| 71 | Shelburne Falls & Colrain, | 181,747 | 27,833 | 53,900 | 11 | 107 | 101 | 42,150 00 |
| 72 | Somerville, | — | — | — | — | 5 | 5 | 153,000 00 |
| 73 | Southbridge & Sturbridge,* | 135,034 | — | 48,687 | 15 | 7 | 1 | 100 00 |
| 74 | South Middlesex (receiver), | 1,408,219 | 94,082 | 328,025 | 44 | 40 | 38 | 99,400 00 |
| 75 | Springfield, | 20,093,967 | 230,920 | 4,806,894 | 500 | 22 | 16 | 228,100 00 |

| | | 2,132,069 | 75,142 | 445,016 | 56 | 112 | 96 | 209,600 00 |
|----|--|-------------|---------|-------------|--------|--------|--------|-----------------|
| 76 | Springfield & Eastern, (Middleboro', Wareham & Buz. Bay (receivers), | - | - | - | - | - | - | - |
| 77 | Taunton & Buzzard's Bay, (Bristol County (receivers), | 767,743 | - | 221,449 | 35 | 8 | 5 | 75,200 00 |
| 78 | Taunton & Pawtucket, (receivers), | 695,946 | - | 224,899 | 38 | 8 | 5 | 50,200 00 |
| 79 | Templeton, | 686,940 | 38,435 | 213,735 | 30 | 80 | 80 | 75,000 00 |
| 80 | Union, | 7,024,103 | 241,902 | 1,465,262 | 240 | 180 | 164 | 510,400 00 |
| 81 | Uxbridge & Blackstone, | 488,533 | 50,878 | 128,855 | 10 | 36 | 36 | 80,900 00 |
| 82 | Waltham, | 217,741 | 30,534 | 93,180 | 1 | 17 | 17 | 100,000 00 |
| 83 | Warren, Brookfield & Spencer, | 1,095,672 | 55,882 | 364,411 | 36 | 19 | 17 | 145,300 00 |
| 84 | Webster & Dudley, (receivers), | - | - | - | - | 10 | 3 | 300 00 |
| 85 | Webster & Worcester & Webster (lessee), | 1,499,359 | 66,992 | 334,558 | 70 | - | - | - |
| | Westborough & Hopkinton, | 250,398 | 38,701 | 80,421 | 5 | 8 | 8 | 40,000 00 |
| 86 | West End, | - | - | - | - | 8,200 | 7,171 | 14,439,400 00 |
| 87 | Western Massachusetts, | - | - | - | - | 7 | 7 | 300,000 00 |
| 88 | Winnimmet, | - | - | - | - | 36 | 34 | 49,800 00 |
| 89 | Woonsocket (of Rhode Island), | 2,398,643 | 109,223 | 389,670 | 82 | 19 | 13 | 281,700 00 |
| 90 | Worcester & Blackstone Valley, | 1,331,202 | 77,216 | 334,243 | 37 | 7 | 2 | 200 00 |
| 91 | Worcester Consolidated, | 27,722,407 | 199,831 | 5,079,865 | 753 | 28 | 26 | 3,548,900 00 |
| 92 | Worcester & Holden, | 819,362 | 71,162 | 191,340 | 17 | 31 | 31 | 150,000 00 |
| 93 | Worcester, Roch. & Charl. Depot,* | - | - | - | - | 5 | 1 | 100 00 |
| 94 | Worcester & Shrewsbury R.R., | - | - | - | - | 6 | 6 | 36,700 00 |
| 95 | Worcester & Shrewsbury St. Ry., | - | - | - | - | 6 | 6 | 20,000 00 |
| 96 | Worcester & Southbridge, | 2,072,926 | 68,914 | 548,469 | 76 | 9 | 1 | 300 00 |
| 97 | Worcester & Webster, | - | - | - | - | 8 | 4 | 400 00 |
| 98 | Woronoco, | 1,820,507 | 112,830 | 501,785 | 60 | 73 | 68 | 247,100 00 |
| | Totals, ¹ | 532,731,017 | 199,637 | 109,258,739 | 16,479 | 15,353 | 13,456 | \$59,755,149 78 |

¹ Not including in columns 88, 89, 90 and 91 the companies marked *, these companies having been consolidated during the year.

Tabulated Statements from Reports of Street Railway Companies — Continued.

| RAILWAY COMPANIES. | | ACCIDENTS DURING THE YEAR ENDING SEPTEMBER 30, 1905. | | | | | | |
|--------------------|---------------------------------------|--|--------------------------|----------------------------|--------------|---------------------|--------------|--|
| | | 92. — To Pas- sengers. | 93. — To Em- ployees. | 94. — To Other Persons. | 95. — Fatal. | 96. — Not Fatal. | 97. — Total. | 98. — Total during Preceding Year. |
| 1 | {Amesbury & Hampton, | — | — | — | — | — | — | — |
| 2 | {Amesbury & Hampton (lessee), | — | — | — | — | — | — | — |
| 3 | {Amherst & Sunderland, | — | — | — | — | — | — | — |
| 4 | {Athol & Orange, | 4 | 4 | 3 | 1 | 10 | 11 | 7 |
| 5 | {Berkshire, | 30 | 4 | 3 | 2 | 35 | 37 | 17 |
| 6 | {Blue Hill, | — | — | — | — | — | — | — |
| 7 | {Boston & Chelsea, | — | — | — | — | — | — | — |
| 8 | {Boston Elevated, | 2,345 | 80 | 1,046 | 29 | 3,442 | 3,471 | 2,919 |
| 9 | {Boston & Northern, | 453 | 20 | 150 | 17 | 606 | 623 | 775 |
| 10 | {Boston & Revere Electric, | — | — | — | — | — | — | — |
| 11 | {Boston & Worcester, | 43 | 3 | 8 | — | 54 | 54 | 83 |
| 12 | {Bristol & Norfolk, | 2 | 1 | 1 | 1 | 3 | 4 | — |
| 13 | {Brockton & Plymouth, | 7 | — | 3 | — | 10 | 10 | 13 |
| 14 | {Citizens' Electric, | 6 | — | 1 | 1 | 6 | 7 | 6 |
| 15 | {Connecticut Valley, | 11 | — | 1 | — | 12 | 12 | 5 |
| 16 | {Concord, Maynard & Hudson, | 2 | — | 2 | 2 | 2 | 4 | 4 |
| 17 | {Conway Electric, | — | — | — | — | — | — | — |
| 18 | {Cottage City & Edgartown Traction, | — | — | — | — | — | — | — |
| 19 | {Dartmouth & Westport, | 3 | 1 | — | — | 4 | 4 | 10 |
| 20 | {Dedham & Franklin, | — | — | 1 | — | 1 | 1 | 2 |
| 21 | {East Middlesex, | — | — | — | — | — | — | — |
| 22 | {East Taunton, | — | — | 1 | — | 1 | 1 | — |
| 23 | {Fitchburg & Leominster, | 43 | — | 12 | — | 55 | 55 | 33 |
| 24 | {Gardner, Westminster & Fitchburg, | 3 | — | 2 | — | 5 | 5 | 4 |
| 25 | {Georgetown, Rowley & Ipswich, | 8 | 1 | 5 | — | 14 | 14 | 2 |
| 26 | {Greenfield, Deerfield & Northampton, | 3 | — | — | — | 3 | 3 | 4 |

| | | | | | | | | |
|----|-------------------------------------|----|---|---|---|----|----|----|
| 26 | Greenfield & Turner's Falls, . . . | 3 | - | 1 | - | 4 | 4 | 9 |
| 27 | Hampshire, . . . | - | - | - | - | - | - | - |
| 28 | {Hampshire & Worcester, . . . | - | - | - | - | - | - | - |
| 29 | {Hampshire & Worcester (receiver), | - | - | - | - | - | - | - |
| 30 | Hartford & Worcester, . . . | 4 | - | 1 | - | 5 | 5 | 11 |
| | Haverhill & Amesbury, . . . | | | | | | | |
| 31 | Haverhill & Boxford, . . . | - | - | - | - | - | - | - |
| 32 | Haverhill, Georget'n & Danvers, . | 4 | - | 1 | - | 5 | 5 | 4 |
| 33 | {Haverhill & Plaistow, . . . | - | - | - | - | - | - | - |
| | {Haverhill & Plaistow (lessee), . . | - | - | 2 | - | 2 | 2 | 4 |
| 34 | Haverhill & Southern New Hamp., | - | - | 4 | - | 4 | 4 | 4 |
| 35 | Holyoke, . . . | 26 | 3 | 6 | 2 | 33 | 35 | 32 |
| | | | | | | | | |
| 36 | Hoosac Valley, . . . | 15 | - | 4 | 1 | 18 | 19 | 19 |
| 37 | Horse Neck Beach, . . . | - | - | - | - | - | - | - |
| 38 | Interstate Consolidated, . . . | 56 | 1 | 2 | - | 59 | 59 | 37 |
| 39 | Lawrence & Methuen, . . . | 7 | - | 9 | 2 | 14 | 16 | 12 |
| 40 | Leominster, Shirley & Ayer, . . . | - | - | - | - | - | - | - |
| | | | | | | | | |
| 41 | Lexington & Boston, . . . | 28 | 1 | 6 | - | 35 | 35 | 23 |
| 42 | Linwood, . . . | - | - | - | - | - | - | - |
| 43 | Lowell, Acton & Maynard, . . . | - | - | - | - | - | - | - |
| 44 | Lowell & Fitchburg, . . . | - | - | - | - | - | - | - |
| 45 | Lowell & Pelham, . . . | - | - | 2 | - | 2 | 2 | 1 |
| | | | | | | | | |
| 46 | Lowell & Woburn, . . . | - | - | - | - | - | - | - |
| 47 | Maplewood & Danvers, . . . | - | - | - | - | - | - | - |
| 48 | Marlborough & Westborough, . . | 23 | 1 | - | - | 24 | 24 | 3 |
| 49 | Martha's Vineyard, . . . | - | - | - | - | - | - | - |
| 50 | Medfield & Medway, . . . | 1 | - | - | - | 1 | 1 | 4 |
| | | | | | | | | |
| 51 | Milford, Attleboro' & Woonsocket, | 13 | 1 | 2 | - | 16 | 16 | 10 |
| 52 | Milford & Uxbridge, . . . | 4 | - | 3 | 2 | 5 | 7 | 11 |
| 53 | Mount Tom, . . . | - | - | - | - | - | - | - |
| 54 | Nahant & Lynn, . . . | - | - | - | - | - | - | - |
| 55 | Natick & Cohituate, . . . | 12 | - | 2 | - | 14 | 14 | 3 |

Tabulated Statements from Reports of Street Railway Companies — Concluded.

| RAILWAY COMPANIES. | | ACCIDENTS DURING THE YEAR ENDING SEPTEMBER 30, 1905 — Concluded. | | | | | | |
|--------------------|-----------------------------------|--|---------------------|-------------------------|--------------|------------------|--------------|------------------------------------|
| | | 92. — To Passengers. | 93. — To Employees. | 94. — To Other Persons. | 95. — Fatal. | 96. — Not Fatal. | 97. — Total. | 98. — Total during Preceding Year. |
| 56 | New Bedford & Onset, . . . | 1 | — | — | — | 1 | 1 | 5 |
| 57 | Newton, . . . | 45 | 2 | 14 | 1 | 60 | 61 | 24 |
| 58 | Newton & Boston, . . . | 4 | — | 5 | — | 9 | 9 | 6 |
| 59 | Newtonville & Watertown, . . . | — | — | — | — | — | — | — |
| 60 | Norfolk & Bristol, . . . | 9 | — | 3 | — | 12 | 12 | 5 |
| 61 | Northampton, . . . | 9 | 2 | 9 | 1 | 19 | 20 | 10 |
| 62 | North End, . . . | — | — | — | — | — | — | — |
| 63 | Norton & Taunton, . . . | 1 | — | — | — | 1 | 1 | 2 |
| 64 | Norwood, Canton & Sharon, . . . | — | — | — | — | — | — | — |
| 65 | Old Colony, . . . | 400 | 45 | 78 | 8 | 515 | 523 | 376 |
| 66 | Pittsfield Electric, . . . | 7 | — | 3 | 1 | 9 | 10 | 8 |
| 67 | Plymouth County, . . . | — | — | — | — | — | — | — |
| 68 | Plymouth, Carver & Wareham, . . . | — | — | — | — | — | — | — |
| 69 | Plymouth & Sandwich, . . . | — | — | — | — | — | — | — |
| 70 | Providence & Fall River, . . . | — | — | 1 | — | 1 | 1 | 3 |
| 71 | Shelburne Falls & Colrain, . . . | — | — | — | — | — | — | — |
| 72 | Somerville, . . . | — | — | — | — | — | — | — |
| 73 | Southbridge & Sturbridge, . . . | — | — | — | — | — | — | 4 |
| 74 | South Middlesex (receiver), . . . | 13 | 3 | 1 | — | 17 | 17 | 11 |
| 75 | Springfield, . . . | 92 | 35 | 71 | 4 | 194 | 198 | 156 |

| | | | | | | | | |
|-------------------|---|-------|-----|-------|----|-------|-------|-------|
| 76 | Springfield & Eastern, | 10 | - | 2 | - | 12 | 12 | 14 |
| 77 | { Middleboro, Wareham & Buzzard's Bay (receivers), | - | - | - | - | - | - | 1 |
| 78 | { Taunton & Buzzard's Bay, (Bristol County (receivers)), | - | - | - | - | - | - | 1 |
| 79 | { Taunton & Pawtucket, Templeton, | - | - | 1 | - | 38 | 40 | 31 |
| 80 | Union, | 17 | - | 23 | 2 | - | - | - |
| 81 | Uxbridge & Blackstone, | - | - | - | - | - | - | - |
| 82 | Waltham, | - | - | 1 | - | 1 | 1 | 3 |
| 83 | Warren, Brookfield & Spencer, { Webster & Dudley, | 11 | - | 1 | - | 12 | 12 | 20 |
| 84 | { Webster & Dudley and Worcester & Webster (lessee), | - | - | - | - | - | - | - |
| 85 | Westborough & Hopkinton, | 6 | - | 7 | - | 13 | 13 | 7 |
| 86 | West End, | 3 | - | - | - | 3 | 3 | 1 |
| 87 | West End, | - | - | - | - | - | - | - |
| 88 | Western Massachusetts, | - | - | - | - | - | - | - |
| 89 | Winnisimmet, | 13 | - | 5 | 1 | 17 | 18 | 22 |
| 90 | Woonsocket (of Rhode Island), Worcester & Blackstone Valley, | 7 | - | 4 | - | 11 | 11 | 14 |
| 91 | Worcester Consolidated, | 163 | 6 | 54 | 3 | 220 | 223 | 256 |
| 92 | Worcester & Holden, | - | - | - | - | - | - | - |
| 93 | Worcester, Roch. & Charl. Dep., | - | - | - | - | - | - | - |
| 94 | Worcester & Shrewsbury R.R., | - | - | - | - | - | - | - |
| 95 | Worcester & Shrewsbury St. Ry., | - | - | - | - | - | - | - |
| 96 | Worcester & Southbridge, | 5 | 1 | 3 | 2 | 7 | 9 | 16 |
| 97 | Worcester & Webster, | 2 | 2 | - | - | - | - | - |
| 98 | Woronoco, | - | - | - | 1 | 3 | 4 | 6 |
| Totals, | | 3,977 | 217 | 1,572 | 85 | 5,681 | 5,766 | 5,078 |

PART II.

RAILROAD AND STREET RAILWAY
RETURNS.

RETURN

OF THE

ATTLEBOROUGH BRANCH RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

[Operated by electricity.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$16,910 80 |
| Operating expenses, | 13,158 15 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$3,752 65 |
| Charges upon income accrued during the year: taxes, | 2,242 75 |
| Surplus for the year ending June 30, 1905, | \$1,479 90 |
| Amount of deficit June 30, 1904, | 7,757 55 |
| TOTAL DEFICIT JUNE 30, 1905, | \$6,277 65 |
| EARNINGS FROM OPERATION. | |
| Passenger service: gross receipts from passengers, | \$12,915 80 |
| Freight service: gross receipts from freight, | 3,852 00 |
| TOTAL PASSENGER AND FREIGHT EARNINGS, | \$16,767 80 |
| Other earnings from operation: rentals from buildings and other property, | 143 00 |
| GROSS EARNINGS FROM OPERATION, | \$16,910 80 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers, | \$400 00 |
| Salaries of clerks and attendants, | 400 00 |
| General office expenses and supplies, | 34 71 |
| Insurance, | 41 28 |
| Law expenses, | 886 20 |
| Stationery and printing (general offices), | 8 05 |
| TOTAL, | \$1,770 24 |
| Maintenance of way and structures: | |
| Repairs of roadway, renewals of rails and of ties, | \$1,409 90 |
| Repairs and renewals of buildings and fixtures, | 80 |
| Other expenses of maintaining way and structures: repairs of electric lines, | 5 55 |
| TOTAL, | \$1,416 25 |

| | | |
|---|--|--------------------|
| Conducting transportation : | | |
| Superintendence, | | \$400 00 |
| Train service, | | 3,547 00 |
| Train supplies and expenses, | | 83 87 |
| Car per diem and mileage—balance, | | 888 20 |
| Hire of equipment—balance, | | 1,275 23 |
| Injuries to persons, | | 1,647 73 |
| Other expenses of conducting transportation : | | |
| Removing snow and ice, | | 78 40 |
| Electric power purchased, | | 2,051 23 |
| TOTAL, | | \$9,971 66 |
| Recapitulation : | | |
| General expenses, | | \$1,770 24 |
| Maintenance of way and structures, | | 1,416 25 |
| Conducting transportation, | | 9,971 66 |
| TOTAL OPERATING EXPENSES, | | \$13,158 15 |
| Percentage of operating expenses to gross earnings, | | 77.77 |

GENERAL BALANCE SHEET JUNE 30, 1905.

| ASSETS. | | Dr. |
|---|--|---------------------|
| Cost of road, | | \$121,779 19 |
| Due from solvent companies and individuals, | | 3,643 16 |
| Profit and loss balance (deficit), | | 6,277 65 |
| TOTAL, | | \$131,700 00 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$131,700 00 |
| TOTAL, | | \$131,700 00 |

CAPITAL STOCK.

| | | |
|---|--------------|--------------|
| Capital stock authorized by law, | \$131,700 00 | |
| Capital stock authorized by votes of company, | 131,700 00 | |
| Capital stock issued and outstanding, | | \$131,700 00 |
| Number of shares issued and outstanding, | 1,317 | |
| Number of stockholders, | 6 | |
| Number of stockholders in Massachusetts, | 1 | |
| Amount of stock held in Massachusetts, | \$100 00 | |

VOLUME OF TRAFFIC, ETC.

| | | |
|--|--|---------|
| Passenger traffic : | | |
| Number of passengers carried paying revenue, | | 259,041 |
| Number of passengers carried one mile, | | 777.900 |
| Number of passengers carried one mile per mile of road operated, | | 209,113 |

| | | |
|--|--|---------------|
| Passenger traffic — <i>Concluded.</i> | | |
| Average length of journey per passenger, | | 3.003 miles. |
| Average amount received per passenger per mile carried, | | 1.660 cents. |
| Passenger earnings (gross) per mile of road operated, | | \$3,471 99 |
| Passenger earnings (gross) per passenger-train mile run, | | 15.160 cents. |
| Freight traffic: | | |
| Number of tons of freight hauled earning revenue, | | 18,933 |
| Number of tons of freight hauled one mile, | | 60,662 |
| Number of tons of freight hauled one mile per mile of road operated, | | 16,307 |
| Average length of haul per ton, | | 3.204 miles. |
| Average amount received per ton per mile hauled, | | 6.349 cents. |
| Freight earnings (gross) per mile of road operated, | | \$1,035 49 |
| Freight earnings (gross) per freight-train mile run, | | 2 05 |
| Operating expenses: | | |
| Operating expenses per mile of road operated, | | 3,537 13 |
| Operating expenses per revenue-train mile run, | | 15.110 cents. |
| Train mileage: | | |
| Miles run by passenger trains, | | 85,198 |
| Miles run by freight trains, | | 1,864 |
| Total mileage of trains earning revenue, | | 87,062 |
| Employees: | | |
| Average number of persons employed, | | 15 |

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED AND OPERATED. | Total. | In Massachusetts. |
|---|--------|-------------------|
| | Miles. | Miles. |
| Length of main line, | 3.720 | 3.720 |
| Length of side track, etc., | 1.420 | 1.420 |
| TOTAL LENGTH OF TRACK OWNED, | 5.140 | 5.140 |
| EQUIPPED FOR ELECTRIC POWER. | | |
| Length of main line, | 3.720 | 3.720 |
| Length of side track, etc., | 1.420 | 1.420 |
| TOTAL LENGTH OF ELECTRIC TRACK, | 5.140 | 5.140 |

RAILROAD CROSSINGS IN MASSACHUSETTS.

| | |
|--|---------------|
| <i>Crossings with Highways.</i> | |
| Number of crossings of railroad with highways at grade,* | 14 |
| Number of highway grade crossings protected by gates, | 3 |
| Number of highway grade crossings unprotected, | 11 |
| Number of highway bridges 18 feet (or more) above track, | 1 |
| Height of lowest highway bridge above track, | 18 ft., 3 in. |

* All cars come nearly to a stop before reaching a crossing.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | IN MASSACHUSETTS. | | | | | | TOTAL ON ALL LINES OPERATED. | |
|---------------------------|---|----------|--|----------|---------|----------|------------------------------------|----------|
| | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | | | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, . | - | - | - | - | - | - | - | - |
| Employees, . | - | - | - | - | - | - | - | - |
| Other persons, | - | - | 1 | - | 1 | - | 1 | - |
| TOTALS, . | - | - | 1 | - | 1 | - | 1 | - |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

ATTLEBOROUGH BRANCH RAILROAD COMPANY,
PROVIDENCE, R. I.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Marsden J. Perry, *President*, Providence, R. I. Benjamin A. Jackson, *Vice-President*, Providence, R. I. Cornelius S. Sweetland, *Treasurer and Clerk of Corporation*, Providence, R. I.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Marsden J. Perry, Providence, R. I. Benjamin A. Jackson, Providence, R. I. Albert T. Potter, Providence, R. I. Clarence L. Watson, Attleborough, Mass. Cornelius S. Sweetland, Providence, R. I.

We hereby certify that the statements contained in the foregoing return are full, just and true.

MARSDEN J. PERRY,
CORNELIUS S. SWEETLAND,
ALBERT T. POTTER,
Directors.
CORNELIUS S. SWEETLAND,
Treasurer.

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS.

PROVIDENCE, SS. PROVIDENCE, Sept. 2, 1905. Then personally appeared the above-named Marsden J. Perry, Cornelius S. Sweetland and Albert T. Potter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HENRY V. A. JOSLIN,
Justice of the Peace.

RETURN

OF THE

BERKSHIRE RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.

| | |
|--|-------------|
| Rental received from lease of road, | \$36,250 00 |
| Dividends received on stocks owned: 66 shares Berkshire Railroad Company, | 396 00 |
| GROSS INCOME, | \$36,646 00 |
| Expenses and charges upon income accrued during the year: salaries and maintenance of organization, | 680 35 |
| NET DIVISIBLE INCOME, | \$35,965 65 |
| Dividends declared (6 per cent), | 36,000 00 |
| Deficit for the year ending June 30, 1905, | \$34 35 |
| Amount of surplus June 30, 1904, | 15,518 92 |
| TOTAL SURPLUS JUNE 30, 1905, | \$15,484 57 |

GENERAL BALANCE SHEET JUNE 30, 1905.

ASSETS.

DR.

| | |
|--|--------------|
| Cost of road, | \$600,000 00 |
| Stock of Berkshire Railroad Company (66 shares), | 3,970 00 |
| TOTAL PERMANENT INVESTMENTS, | \$603,970 00 |
| Cash, | 11,514 57 |
| TOTAL, | \$615,484 57 |

LIABILITIES.

CR.

| | |
|--|--------------|
| Capital stock, | \$600,000 00 |
| Profit and loss balance (surplus), | 15,484 57 |
| TOTAL, | \$615,484 57 |

| CAPITAL STOCK. | | |
|---|--------------|--------------|
| Capital stock authorized by law, | \$800,000 00 | |
| Capital stock authorized by votes of company, | 600,000 00 | |
| Capital stock issued and outstanding, | | \$600,000 00 |
| Number of shares issued and outstanding, | 6,000 | |
| Number of stockholders, | 140 | |
| Number of stockholders in Massachusetts, | 75 | |
| Amount of stock held in Massachusetts, | \$207,600 00 | |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|--|--------|-------------------|
| | Miles. | Miles. |
| Length of main line, | 20.530 | 20.530 |
| Length of side track, etc., | 6.300 | 6.300 |
| TOTAL LENGTH OF TRACK OWNED, | 26.830 | 26.830 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BERKSHIRE RAILROAD COMPANY,

NEW HAVEN, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles S. Mellen, *President*, New Haven, Conn. Charles F. Brooker, *Vice-President*, New Haven, Conn. A. S. May, *Treasurer*, New Haven, Conn. John G. Parker, *Clerk of Corporation*, New Haven, Conn. T. F. Paradise, *Assistant Treasurer*, New Haven, Conn. George B. Phippen, *Transfer Agent*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles S. Mellen, New Haven, Conn. George J. Brush, New Haven, Conn. Charles F. Brooker, Ansonia, Conn. William Skinner, Holyoke, Mass. D. A. Kimball, Stockbridge, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHARLES S. MELLEN,
CHAS. F. BROOKER,
GEO. J. BRUSH,
WILLIAM SKINNER,

Directors.

A. S. MAY,

Treasurer.

STATE OF NEW YORK.

CITY AND COUNTY OF NEW YORK, ss. SEPT. 16, 1905. Then personally appeared the above-named Charles S. Mellen, Charles F. Brooker, Geo. J. Brush and William Skinner, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK E. HALL,
Notary Public, New York County.

STATE OF CONNECTICUT.

CITY AND COUNTY OF NEW HAVEN, ss. NEW HAVEN, Sept. 19, 1905. Then personally appeared the above-named A. S. May, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

ARTHUR W. BOWMAN,
Notary Public.

RETURN

OF THE

BOSTON & ALBANY RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

[Leased to and operated by the New York Central & Hudson River.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|------------------------|
| Rental received from lease of road, | \$2,403,110 00 |
| Interest received on bonds owned: \$5,500,000 New York Central & Hudson River R.R. Co., $3\frac{1}{2}$ per cent debenture bonds, | 192,500 00 |
| Income from other sources: interest on loans, | 1,875 14 |
| GROSS INCOME, | \$2,597,485 14 |
| Expenses and charges upon income during the year: | |
| Salaries and maintenance of organization, | \$10,909 55 |
| Interest on funded debt, | 315,110 00 |
| Rentals paid: | |
| Ware River R.R., | \$52,500 00 |
| Pittsfield & North Adams R.R., | 22,500 00 |
| North Brookfield R.R., | 3,000 00 |
| | 78,000 00 |
| Other expenses and charges upon income: interest on New York Central & Hudson River R.R. Co. $3\frac{1}{2}$ per cent bonds, | 5,965 59 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | 409,985 14 |
| NET DIVISIBLE INCOME, | \$2,187,500 00 |
| Dividends declared ($8\frac{3}{4}$ per cent), | \$2,187,500 00 |
| Amount of surplus June 30, 1904, | \$1,543,867 70 |
| TOTAL SURPLUS JUNE 30, 1905, | \$1,543,867 70 |
| GENERAL BALANCE SHEET JUNE 30, 1905. | |
| ASSETS. | DR. |
| Cost of road, | \$28,015,484 61 |
| Cost of equipment, | 3,572,400 00 |
| TOTAL PERMANENT INVESTMENTS, | \$31,587,884 61 |

| | | |
|--|-----------------|------------------------|
| Cash, | \$93,591 63 | |
| Due from solvent companies and individuals (New York Central & Hudson River R.R. Co.), | 2,457,734 63 | |
| Sinking and other special funds: | | |
| Trustees Ware River R.R. sinking fund, | 207,425 67 | |
| New York Central & Hudson River R.R. Co. 3½ per cent debenture bonds, | 5,500,000 00 | |
| Other cash assets: Am. Tel. & Tel. Co., | 20,300 00 | |
| TOTAL CASH AND CURRENT ASSETS, | | \$8,279,051 93 |
| Other assets and property: | | |
| Improvements at East Boston, | \$700,000 00 | |
| Cunard dock and wharf property, | 300,000 00 | |
| TOTAL MISCELLANEOUS ASSETS, | | 1,000,000 00 |
| TOTAL, | | \$40,866,936 54 |
| <hr/> | | |
| LIABILITIES. | | CR. |
| Capital stock, | | \$25,000,000 00 |
| Funded debt, | | 8,485,000 00 |
| Current liabilities: | | |
| Dividends not called for, | \$20,649 50 | |
| Matured interest coupons unpaid (including coupons due July 1), | 23,385 00 | |
| Rentals due and unpaid (including rentals due July 1), | 37,500 00 | |
| TOTAL CURRENT LIABILITIES, | | 81,534 50 |
| Sinking and other special funds: | | |
| Real estate, | \$16,751 54 | |
| Dividend fund, | 5,500,000 00 | |
| Ware River R.R. sinking fund, | 207,425 67 | |
| Interest on New York Central & Hudson River R.R. 3½ per cent bonds, | 28,840 97 | |
| Organization expenses, | 3,516 16 | |
| TOTAL SINKING AND OTHER SPECIAL FUNDS, | | 5,756,534 34 |
| Profit and loss balance (surplus), | | 1,543,867 70 |
| TOTAL, | | \$40,866,936 54 |
| <hr/> | | |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$30,000,000 00 | |
| Capital stock authorized by votes of company, | 25,000,000 00 | |
| Capital stock issued and outstanding, | | \$25,000,000 00 |
| Number of shares issued and outstanding, | 250,000 | |
| Number of stockholders, | 8,354 | |
| Number of stockholders in Massachusetts, | 7,082 | |
| Amount of stock held in Massachusetts, | \$21,607,600 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---|-------------------|-------------------|---------------------|--------------------------------|
| Boston & Albany R.R. Co. bonds, . | Per Cent. 4 | Oct. 1, 1913, | \$3,627,000 00 | \$145,080 00 |
| Boston & Albany R.R. Co. refunding bonds, | 3½ | April 1, 1952, | 3,858,000 00 | 135,030 00 |
| Boston & Albany R.R. Co. terminal bonds, | 3½ | Jan. 1, 1951, | 1,000,000 00 | 35,000 00 |
| TOTALS, | | | \$8,485,000 00 | \$315,110 00 |

SINKING FUNDS.

| | |
|--|--------------|
| Amount June 30, 1904, of Ware River R.R. sinking fund, . | \$200,721 31 |
| Additions during the year to Ware River R.R. sinking fund, . | 6,704 36 |
| TOTAL SINKING FUNDS JUNE 30, 1905, | \$207,425 67 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|--|---------|-------------------|
| | Miles. | Miles. |
| Length of main line, | 199.910 | 161.350 |
| Length of branch line, | 104.180 | 86.850 |
| TOTAL LENGTH OF LINE OWNED, | 304.090 | 248.200 |
| Length of second track, | 215.910 | 176.350 |
| Length of third track, | 16.830 | 16.830 |
| Length of fourth track, | 16.810 | 16.810 |
| Length of side track, etc., | 282.510 | 242.900 |
| TOTAL LENGTH OF TRACK OWNED, | 836.150 | 701.090 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & ALBANY RAILROAD COMPANY,

SOUTH STATION, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William Bliss, *President*, Boston, Mass. Edward D. Hayden, *Vice-President and Clerk of Corporation*, Boston, Mass. Frank H. Ratcliffe, *Treasurer*, Boston, Mass. Woodward Hudson, *Attorney*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William Bliss, Boston, Mass. Augustus G. Bullock, Worcester, Mass. Zenas Crane, Dalton, Mass. Edward L. Davis, Worcester, Mass. Eben S. Draper, Hopedale, Mass. Reginald Foster, Manchester, Mass. Edward D. Hayden, Woburn, Mass. Albert C. Houghton, North Adams, Mass. James A. Rumrill, Springfield, Mass. Stephen Salisbury, Worcester, Mass. Charles S. Sargent, Brookline, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

EDWARD D. HAYDEN,
J. A. RUMRILL,
EDWARD L. DAVIS,
A. G. BULLOCK,
WILLIAM BLISS,
STEPHEN SALISBURY,
EBEN S. DRAPER,
REGINALD FOSTER,

Directors.

F. H. RATCLIFFE,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 27, 1905. Then personally appeared the above-named Edward D. Hayden, J. A. Rumrill, Edward L. Davis, A. G. Bullock, William Bliss, Stephen Salisbury, Eben S. Draper and Reginald Foster, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK I. JAQUITH,

Notary Public.

RETURN

OF THE

BOSTON & ALBANY RAILROAD

(NEW YORK CENTRAL & HUDSON RIVER RAILROAD COMPANY, LESSEE)

FOR THE YEAR ENDING JUNE 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-----------------|
| Gross earnings from operation, | \$10,748,468 59 |
| Operating expenses, | 7,227,157 44 |
| NET EARNINGS FROM OPERATION, | \$3,521,311 15 |
| Charges upon income accrued during the year: | |
| Taxes, | \$1,021,352 46 |
| Rentals of leased roads: | |
| Boston & Albany R.R., | \$2,325,110 00 |
| Pittsfield & North Adams | |
| R.R., | 22,500 00 |
| Ware River R.R., | 52,500 00 |
| North Brookfield R.R., | 3,000 00 |
| Chester & Becket R.R., | 450 49 |
| Providence, Webster & | |
| Springfield R.R., | 7,101 99 |
| | 2,410,662 48 |
| Other deductions from income: use joint facilities; fixed interest basis, | 122,499 99 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 3,554,514 93 |
| TOTAL DEFICIT FROM OPERATION FOR YEAR ENDED JUNE 30, 1905, | \$33,203 78 |

EARNINGS FROM OPERATION.

| DEPARTMENT OF SERVICE. | Gross Receipts. | Deductions. | Earnings. |
|---|-----------------|-------------|----------------|
| Passenger service: | | | |
| Gross receipts from passengers, | \$4,211,030 02 | | |
| Deductions: | | | |
| Tickets redeemed, | | \$16,298 13 | |
| Excess fares refunded, | | 22,263 35 | |
| Total deductions, | | \$38,559 48 | |
| NET REVENUE FROM PASSENGERS (<i>carried forward</i>), | | | \$4,172,470 54 |

EARNINGS FROM OPERATION — Concluded.

| DEPARTMENT OF SERVICE. | Gross Receipts. | Deductions. | Earnings. |
|---|-----------------|--------------|-----------------|
| <i>Amount brought forward,</i> | | | \$4,172,470 54 |
| From mails, | \$368,839 04 | | |
| From express, | 355,008 39 | | |
| From extra baggage and storage, | 40,267 66 | | |
| Other earnings, passenger service: | | | |
| Parcels, | 4,035 85 | | |
| Milk, | 335 80 | | |
| Newspapers, | 35,059 97 | | |
| | | | 803,546 71 |
| TOTAL EARNINGS, PASSENGER SERVICE, | | | \$4,976,017 25 |
| Freight service: | | | |
| Gross receipts from freight, | \$5,545,462 47 | | |
| Deductions: | | | |
| Overcharge to shippers, | | \$145,607 15 | |
| NET REVENUE FROM FREIGHT, | | | \$5,399,855 32 |
| Other earnings, freight service, miscellaneous, | | | 8,703 11 |
| TOTAL EARNINGS, FREIGHT SERVICE, | | | \$5,408,558 43 |
| TOTAL PASSENGER AND FREIGHT EARNINGS, | | | \$10,384,575 68 |
| Other earnings from operation: | | | |
| Rentals from tracks, yards and terminals, | \$15,000 00 | | |
| Rentals from buildings and other property, | 189,743 35 | | |
| From other sources, | 159,149 56 | | |
| TOTAL OTHER EARNINGS, | | | 363,892 91 |
| GROSS EARNINGS FROM OPERATION, | | | \$10,748,468 59 |

EXPENSES OF OPERATION.

| | |
|--|----------------|
| General expenses: | |
| Salaries of general officers, | \$32,541 59 |
| Salaries of clerks and attendants, | 97,857 46 |
| General office expenses and supplies, | 5,405 56 |
| Insurance, | 45,132 21 |
| Law expenses, | 10,535 50 |
| Stationery and printing (general offices), | 3,488 24 |
| Other general expenses, | 28,826 21 |
| TOTAL, | \$223,786 77 |
| Maintenance of way and structures: | |
| Repairs of roadway, | \$635,143 59 |
| Renewals of rails, | 55,178 77 |
| Renewals of ties, | 143,746 72 |
| Repairs and renewals of bridges and culverts, | 53,305 03 |
| Repairs and renewals of fences, road crossings, signs and cattle guards, | 29,583 45 |
| Repairs and renewals of buildings and fixtures, | 119,983 31 |
| Repairs and renewals of docks and wharves, | 19,815 34 |
| Repairs and renewals of telegraph, | 4,922 90 |
| Stationery and printing, | 1,849 54 |
| TOTAL, | \$1,063,528 65 |

| | |
|---|-----------------------|
| Maintenance of equipment : | |
| Superintendence, | \$39,378 21 |
| Repairs and renewals of locomotives, | 677,204 62 |
| Repairs and renewals of passenger cars, | 184,570 89 |
| Repairs and renewals of freight cars, | 222,048 94 |
| Repairs and renewals of work cars, | 6,155 60 |
| Repairs and renewals of shop machinery and tools, | 48,841 50 |
| Stationery and printing, | 2,057 75 |
| Other expenses of maintaining equipment, | 92,140 75 |
| TOTAL, | \$1,272,398 26 |
| Conducting transportation : | |
| Superintendence, | \$102,642 53 |
| Engine and roundhouse men, | 797,539 34 |
| Fuel for locomotives, | 1,190,172 54 |
| Water supply for locomotives, | 55,866 94 |
| Oil, tallow and waste for locomotives, | 55,681 77 |
| Other supplies for locomotives, | 19,257 86 |
| Train service, | 557,191 20 |
| Train supplies and expenses, | 145,185 32 |
| Switchmen, flagmen and watchmen, | 345,135 18 |
| Telegraph expenses, | 41,961 79 |
| Station service, | 533,376 66 |
| Station supplies, | 101,499 12 |
| Car per diem and mileage — balance, | 268,547 34 |
| Hire of equipment — balance (credit), | 420 55 |
| Loss and damage, | 51,843 10 |
| Injuries to persons, | 65,490 19 |
| Clearing wrecks, | 9,998 87 |
| Operating marine equipment, | 84,397 88 |
| Advertising, | 23,040 76 |
| Outside agencies, | 106,266 80 |
| Stock yards and elevators, | 16,710 47 |
| Rentals for tracks, yards and terminals, | 50,356 61 |
| Rentals of buildings and other property, | 13,101 22 |
| Stationery and printing, | 29,806 62 |
| Other expenses of conducting transportation, | 2,794 20 |
| TOTAL, | \$4,667,443 76 |
| Recapitulation : | |
| General expenses, | \$228,786 77 |
| Maintenance of way and structures, | 1,063,528 65 |
| Maintenance of equipment, | 1,272,398 26 |
| Conducting transportation, | 4,667,443 76 |
| TOTAL OPERATING EXPENSES, | \$7,227,157 44 |
| Percentage of operating expenses to gross earnings, | 67.24 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------------|
| Passenger traffic : | |
| Number of passengers carried paying revenue, | 10,747,920 |
| Number of passengers carried one mile, | 254,878,779 |
| Number of passengers carried one mile per mile of road operated, | 674,693 |
| Average length of journey per passenger, | 23.714 miles. |
| Average amount received per passenger per mile carried, | 1.637 cents. |

Passenger traffic — *Concluded.*

| | |
|--|-----------------|
| Passenger earnings (gross) per mile of road operated (377.77 miles), | \$13,172 08.000 |
| Passenger earnings (gross) per passenger-train mile run (3,577.035 miles), | 1 39.110 |
| Freight traffic: | |
| Number of tons of freight hauled earning revenue, | 5,200,102 |
| Number of tons of freight hauled one mile, | 579,624,562 |
| Number of tons of freight hauled one mile per mile of road operated, | 1,476,788 |
| Average length of haul per ton, | 111.460 miles. |
| Average amount received per ton per mile hauled, | .932 cents. |
| Freight earnings (gross) per mile of road operated (392.49 miles), | \$13,780 12.000 |
| Freight earnings (gross) per freight-train mile run, | 2 15.045 |
| Operating expenses: | |
| Operating expenses per mile of road operated, | 18,413 61.000 |
| Operating expenses per revenue-train mile run, | 1 19.307 |
| Train mileage: | |
| Miles run by passenger trains, | 3,542,545 |
| Miles run by freight trains, | 2,480,594 |
| Miles run by mixed trains, | 34,490 |
| Total mileage of trains earning revenue, | 6,057,629 |
| Miles run by switching trains, | 35,146 |
| Miles run by construction and other trains, | 117,592 |
| Total train mileage, | 6,210,367 |
| Fares and freights: | |
| Average rate of fare per mile received for local and trip tickets, | 1.514 cents. |
| Average rate of fare per mile received for mileage tickets, | 2.000 " |
| Average rate of fare per mile received for time and commutation tickets, | .888 " |
| Average rate of fare per mile received for interline tickets, | 1.917 " |
| Average rate received per ton mile for local freight, | 2.566 " |
| Average rate received per ton mile for interline freight, | .739 " |
| Passengers to and from Boston: | |
| Number of passengers to Boston, | 3,713,468 |
| Number of passengers from Boston, | 3,716,152 |
| Employees: | |
| Average number of persons employed, | 5,328 |

DESCRIPTION OF RAILROAD OPERATED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OPERATED. | Total. | In Massachusetts. |
|---|-------------------|-------------------|
| Length of main line, | Miles. 199.910 | Miles. 161.350 |
| Length of branch line, | 192.580 | 175.250 |
| TOTAL LENGTH OF LINE OPERATED, | 392.490 | 336.600 |
| Length of second track, | 215.910 | 176.350 |
| Length of third track, | 16.830 | 16.830 |
| Length of fourth track, | 16.810 | 16.810 |
| Length of side track, etc., | 304.740 | 265.130 |
| TOTAL LENGTH OF TRACK OPERATED, | 946.780 | 811.720 |
| EQUIPPED FOR ELECTRIC POWER. | | |
| Length of branch line, | 1.090 | 1.090 |
| TOTAL LENGTH OF ELECTRIC LINE, | 1.090 | 1.090 |

DESCRIPTION OF EQUIPMENT.

| ROLLING STOCK. | | Number Leased. | Equipped with Power Driving-wheel Brakes. | Maximum Weight. | Average Weight. |
|----------------------------|--|----------------|---|-----------------|-----------------|
| LOCOMOTIVES. | | | | Lbs. | Lbs. |
| Inspection, | | 1 | 1 | 147,000 | 147,000 |
| Passenger, | | 104 | 104 | 320,900 | 200,890 |
| Freight, | | 137 | 137 | 301,080 | 214,030 |
| Switching, etc., | | 33 | 33 | 176,200 | 136,950 |
| TOTAL, | | 275 | 275 | - | - |

DESCRIPTION OF EQUIPMENT—Concluded.

| ROLLING STOCK. | Number Leased. | Equipped with Power Train Brakes. | Equipped with Automatic Couplers. | Name of Coupler Used. |
|---|----------------|-----------------------------------|-----------------------------------|-----------------------------------|
| CARS—PASSENGER SERVICE. | | | | |
| Passenger cars, | 245 | 245 | 245 | National, Gould, Trojan. |
| Combination cars, | 49 | 49 | 49 | National, Gould, Trojan. |
| Dining cars, | 3 | 3 | 3 | Gould. |
| Milk car, | 10 | 10 | 10 | Gould, Trojan. |
| Buffet car, | 1 | 1 | 1 | Gould. |
| Baggage, express and mail cars, | 79 | 79 | 79 | National, Gould, Trojan. |
| Other cars in passenger service (electric). | 1 | 1 | 1 | Gould. |
| TOTAL, | 388 | 388 | 388 | |
| CARS—FREIGHT SERVICE. | | | | |
| Box cars, | 2,041 | 2,039 | 2,041 | Trojan, Gould, Thurmond, Dowling. |
| Flat cars, | 375 | 355 | 375 | Trojan, Gould, Thurmond. |
| Stock cars, | 20 | 20 | 20 | Trojan, Thurmond, Dowling. |
| Coal cars, | 1,015 | 960 | 1,015 | Trojan, Gould, Thurmond, Dowling. |
| TOTAL, | 3,451 | 3,374 | 3,451 | |
| CARS—COMPANY'S SERVICE. | | | | |
| Officers' and pay cars, | 5 | 5 | 5 | National, Gould. |
| Gravel cars, | 263 | 128 | 193 | Empire, Park, Trojan, Tower. |
| Derrick cars, | 18 | 14 | 18 | Trojan. |
| Caboose cars, | 89 | 89 | 89 | Gould, Trojan. |
| Other cars in company's service, | 100 | 61 | 40 | Trojan. |
| TOTAL, | 475 | 297 | 345 | |

Number of 8-wheel cars in passenger service with brakes for *all* wheels, 368
 Number of 12-wheel cars in passenger service with brakes for *all* wheels, 20

RAILROAD CROSSINGS IN MASSACHUSETTS.

| <i>Crossings with Highways.</i> | |
|--|------------------------------|
| Number of crossings of railroad with highways at grade, . | 200 |
| Number of highway grade crossings protected by gates, . | 42 |
| Number of highway grade crossings protected by flagmen, . | 20 |
| Number of highway grade crossings unprotected, . | 138 |
| Number of highway grade crossings finally abolished during the year, . | 3 |
| Number of highway grade crossings now in process of abolition, . | 13 |
| Number of highway grade crossings for abolition of which petition is pending, . | 13 |
| Number of highway bridges 18 feet (or more) above track, . | 52 |
| Number of highway bridges less than 18 feet above track, . | 100 |
| Height of lowest highway bridge above track, . | 14 ft., 10 $\frac{3}{4}$ in. |
| <i>Crossings with Other Railroads.</i> | |
| Crossings of railroad with other railroads at grade (15 in number), viz.: | |
| New York, New Haven & Hartford Railroad, Taunton Division, South Framingham. New York, New Haven & Hartford Railroad, Providence Division, Worcester. New York, New Haven & Hartford Railroad, Norwich Division, Worcester. New York, New Haven & Hartford Railroad, Norwich Division, South Worcester. Worcester Viaduct Company, Worcester. Central Vermont Railway, Southern Division, Palmer. Central Vermont Railway, Southern Division, Barrett's Junction. New York, New Haven & Hartford Railroad, Boston & Maine transfer tracks, Springfield. New York, New Haven & Hartford Railroad, Northampton Division, Westfield. Boston & Maine Railroad, Fitchburg Division, Baldwinville. Boston & Maine Railroad, Fitchburg Division, Somerville. Boston & Maine Railroad, Eastern Division, Charlestown. Boston & Maine Railroad, Western Division, Charlestown. Boston & Maine Railroad, Mystic Branch, Charlestown. Boston & Maine Railroad, Fitchburg Division, Cheshire Branch, Winchendon. | |
| Number of above crossings at which interlocking signals are established, | 13 |

NEW BRIDGES BUILT DURING THE YEAR.

| NUMBER AND LOCATION. | Description of Bridge Replaced. | Description of New Bridge. | Length of Spans and Number of Tracks. | By Whom Built. |
|----------------------|---------------------------------|----------------------------|---------------------------------------|---------------------------|
| 86, Warren, . . | Lattice, . | Plate girder, . | 137.27 feet, 2 tracks, . | N. E. Structural Company. |
| 393, Coldbrook, . | Howe truss, . | Plate girder, . | 152.32 feet, 1 track, . | Boston Bridge Works. |

Total length of pile and trestle bridging, 3,444.50 feet.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | IN MASSACHUSETTS. | | | | | | TOTAL ON ALL LINES OPERATED. | |
|---------------------------|---|----------|--|----------|---------|----------|------------------------------------|----------|
| | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | | | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, . | - | - | 1 | 3 | 1 | 3 | 1 | 3 |
| Employees, . | - | 82 | 21 | 126 | 21 | 208 | 23 | 244 |
| Other persons, | - | - | 41 | 5 | 41 | 5 | 49 | 8 |
| TOTALS, . | - | 82 | 63 | 134 | 63 | 216 | 73 | 255 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & ALBANY RAILROAD
(NEW YORK CENTRAL & HUDSON RIVER RAILROAD COMPANY, LESSEE),
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS FOR LESSEE COMPANY.

Edgar Van Etten, *Vice-President of Lessee Company, in charge*, Boston, Mass.
Edward L. Rossiter, *Treasurer*, Grand Central Station, New York, N. Y.
Marshal L. Bacon, *General Auditor*, Grand Central Station, New York, N. Y.
Arthur S. Hanson, *General Passenger Agent*, Boston, Mass. Joseph B. Stewart, *Superintendent*, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

J. CARSTENSEN,
Vice-President of Lessee Company.
M. L. BACON,
Auditor of Lessee Company.

STATE OF NEW YORK.

NEW YORK COUNTY, ss. SEPT. 15, 1905. Then personally appeared the above-named John Carstensen, vice-president, and Marshal L. Bacon, auditor, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

DEWITT H. HOUSE,
Notary Public, New York County, N. Y.

Certificate filed in Westchester County.

RETURN

OF THE

BOSTON & LOWELL RAILROAD CORPORATION

FOR THE YEAR ENDING JUNE 30, 1905.

[Leased to and operated by the Boston & Maine.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|------------------------|
| Rental received from lease of road, | \$870,127 00 |
| Expenses and charges upon income accrued during the year: | |
| Salaries and maintenance of organization, . . . \$7,000 00 | |
| Interest on funded debt, 335,175 00 | |
| TOTAL EXPENSES AND CHARGES UPON INCOME, . . . | 342,175 00 |
| NET DIVISIBLE INCOME, | \$527,952 00 |
| Dividends declared (8 per cent), | \$527,952 00 |
| Amount of surplus June 30, 1904, | \$1,436,063 91 |
| TOTAL SURPLUS JUNE 30, 1905, | \$1,436,063 91 |
| GENERAL BALANCE SHEET JUNE 30, 1905. | |
| ASSETS. | DR. |
| Cost of road, | \$12,346,754 88 |
| Cost of equipment, | 833,583 94 |
| Stock of St. Johnsbury & Lake Champlain R.R. Co., \$360,470 50 | |
| Stock of Essex Marine Ry. Co., 3,775 00 | |
| Stock of Peterborough R.R. Co., 19,860 00 | |
| | 384,105 50 |
| Bonds of Central Massachusetts R.R. Co., . . \$2,000,000 00 | |
| Bonds of St. Johnsbury & Lake Champlain R.R. Co., 895,000 00 | |
| | 2,895,000 00 |
| TOTAL PERMANENT INVESTMENTS, | \$16,459,444 32 |

| | | |
|--|----------------|------------------------|
| Cash, | \$16,562 27 | |
| Due from solvent companies and individuals, | 657,832 16 | |
| TOTAL CASH AND CURRENT ASSETS, | | \$674,394 43 |
| TOTAL, | | \$17,133,838 75 |
| <hr/> | | |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$6,599,400 00 |
| Funded debt, | | 8,528,000 00 |
| Current liabilities: | | |
| Dividends not called for, | \$263,976 00 | |
| Matured interest coupons unpaid (including coupons due July 1), | 37,932 50 | |
| TOTAL CURRENT LIABILITIES, | | 301,908 50 |
| Accrued liabilities: interest accrued and not yet due, | | 59,098 35 |
| Sinking and other special funds: | | |
| Premium on capital stock, | \$97,824 19 | |
| Premium and discount on bonds, | 99,617 78 | |
| Miscellaneous account, | 11,926 02 | |
| TOTAL SINKING AND OTHER SPECIAL FUNDS, | | 209,367 99 |
| Profit and loss balance (surplus), | | 1,436,063 91 |
| TOTAL, | | \$17,133,838 75 |
| <hr/> | | |
| PROPERTY ACCOUNTS. | | |
| Additions to construction account: | | |
| Roadbed and track, | \$583 32 | |
| Bridges and culverts, | 5,759 91 | |
| Land damages, | 1 84 | |
| Real estate and buildings, | 11,792 06 | |
| Wharves and wharf property, | 7,837 90 | |
| TOTAL ADDITIONS TO CONSTRUCTION ACCOUNT, | | \$25,975 03 |
| <hr/> | | |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$7,379,400 00 | |
| Capital stock authorized by votes of company, | 6,599,400 00 | |
| Capital stock issued and outstanding, | | \$6,599,400 00 |
| Number of shares issued and outstanding, | 65,994 | |
| Number of stockholders, | 2,155 | |
| Number of stockholders in Massachusetts, | 1,837 | |
| Amount of stock held in Massachusetts, | \$5,686,300 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--------------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| Debentures:— | Per Cent. | | | |
| Bonds dated September 1, 1885, . . . | 4 | Sept. 1, 1905, | \$500,000 00 | \$20,000 00 |
| Bonds dated November 1, 1886, . . . | 4 | Nov. 1, 1906, | 500,000 00 | 20,000 00 |
| Bonds dated June 1, 1887, . . . | 4 | June 1, 1907, | 2,000,000 00 | 80,000 00 |
| Bonds dated July 1, 1887, . . . | 4 | July 1, 1907, | 325,000 00 | 13,000 00 |
| Bonds dated April 1, 1889, . . . | 4 | April 1, 1909, | 350,000 00 | 14,000 00 |
| Bonds dated April 1, 1892, . . . | 4 | April 1, 1932, | 1,000,000 00 | 40,000 00 |
| Bonds dated February 1, 1893, . . . | 4 | Feb. 1, 1913, | 1,000,000 00 | 40,000 00 |
| Bonds dated March 1, 1895, . . . | 4 | March 1, 1915, | 500,000 00 | 20,000 00 |
| Bonds dated July 1, 1896, . . . | 4 | July 1, 1916, | 750,000 00 | 30,000 00 |
| Bonds dated October 1, 1897, . . . | 4 | Oct. 1, 1917, | 200,000 00 | 8,000 00 |
| Bonds dated October 1, 1898, . . . | 4 | Oct. 1, 1918, | 214,000 00 | 8,560 00 |
| Bonds dated July 1, 1899, . . . | 3½ | July 1, 1919, | 620,000 00 | 21,700 00 |
| Bonds dated January 1, 1901, . . . | 3½ | Jan. 1, 1921, | 319,000 00 | 11,165 00 |
| Bonds dated May 1, 1903, . . . | 3½ | May 1, 1923, | 250,000 00 | 8,750 00 |
| TOTALS, | . . . | | \$8,528,000 00 | \$335,175 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|---|------------------|-------------------|
| Length of main line, | Miles. 26.750 | Miles. 26.750 |
| Length of branch line,* | 85.000 | 70.200 |
| TOTAL LENGTH OF LINE OWNED, | 111.750 | 96.950 |
| Length of second track, | 41.910 | 41.910 |
| Length of side track, etc., | 125.340 | 119.980 |
| TOTAL LENGTH OF TRACK OWNED,* | 279.000 | 258.840 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & LOWELL RAILROAD CORPORATION,

BOSTON, MASS.

* Includes one-half the mileage of the Manchester & Keene Railroad.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Walter C. Baylies, *President*, Boston, Mass. Charles E. Cotting, *Vice-President*, Boston, Mass. Henry B. Cabot, *Treasurer and Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Walter C. Baylies, Boston, Mass. T. Jefferson Coolidge, Manchester, Mass. Francis L. Higginson, Boston, Mass. Edwin Morey, Boston, Mass. Charles E. Cotting, Boston, Mass. George A. Gardner, Boston, Mass. Henry B. Cabot, Brookline, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

FRANCIS L. HIGGINSON,
CHAS. E. COTTING,
T. JEFFERSON COOLIDGE,
Directors.
HENRY B. CABOT,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK SS. SEPT. 7, 1905. Then personally appeared the above-named Henry B. Cabot, on July 24, 1905, Francis L. Higginson and Charles E. Cotting, on Sept. 5, 1905, and T. Jefferson Coolidge on this day, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. W. BRAINARD,
Notary Public.

RETURN

OF THE

BOSTON & MAINE RAILROAD

FOR THE YEAR ENDING JUNE 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | | |
|--|--------------|-----------------|
| Gross earnings from operation, | | \$36,213,245 50 |
| Operating expenses, | | 26,619,740 19 |
| NET EARNINGS FROM OPERATION, | | \$9,593,505 31 |
| Dividends received on stocks owned: | | |
| Maine Central R.R. (25,160 shares, 7 per cent), | \$176,120 00 | |
| Portland & Ogdensburg R.R. (3,952 $\frac{1}{2}$ shares, 2 per cent), | 7,904 80 | |
| St. John Bridge & R'y Extension Co. (240 shares, par \$50, 35 per cent), | 4,200 00 | |
| York Harbor & Beach R.R. (5,071 shares, par \$50, 2 per cent), | 5,071 00 | |
| Suncook Valley R.R. (owned by C. & M. R.R., 630 $\frac{1}{2}$ shares, 6 per cent), | 3,783 60 | |
| Pemigewasset Valley R.R. (owned by C. & M. R.R., 381 shares, 6 per cent), | 2,286 00 | |
| New Boston R.R. (owned by C. & M. R.R., 100 shares 4 per cent), | 400 00 | |
| Mt. Washington R'y (owned by C. & M. R.R., 2,115 shares, 4 per cent), | 8,460 00 | |
| Vermont Valley R.R. (owned by Conn. River R.R., 9,734 shares, 9 per cent), | 43,803 00 | |
| Peterborough R.R. (owned by B. & L. R.R., 331 shares, 4 per cent), | 1,324 00 | |
| | | \$253,352 40 |
| Interest received on bonds owned: | | |
| Woodsville Aqueduct Co. (owned by B. & M. R.R., \$5,450, 1 year, 4 per cent), | \$218 00 | |
| Woodsville Aqueduct Co. (owned by C. & M. R.R., \$10,000, 1 year, 4 per cent), | 400 00 | |
| Montreal & Atlantic R'y (\$108,000, 9 months, 5 per cent), | 4,050 00 | |
| | | 4,668 00 |

| | | |
|--|---------------------|-----------------|
| Miscellaneous income, less expense of collecting: | | |
| Rents of tenements, lands, etc., | \$335,942 58 | |
| Less expenses, | 72,725 59 | |
| | <u>\$263,216 99</u> | |
| Bridge tolls, . | \$7,927 01 | |
| Less expenses, | 1,462 50 | |
| | <u>6,464 51</u> | |
| Interest received, . . . | 48,641 60 | |
| Sundry items, . . . | 11,245 46 | |
| | <u>\$329,568 56</u> | |
| TOTAL INCOME FROM SOURCES OTHER THAN OPERATION, | | \$587,588 96 |
| GROSS INCOME ABOVE OPERATING EXPENSES, . . . | | \$10,181,094 27 |
| Charges upon income accrued during the year: | | |
| Interest on funded debt, . . . | \$1,385,842 26 | |
| Interest and discount on unfunded debts and loans (real estate mortgages, etc.), . . . | 100,327 10 | |
| Taxes, . . . | 1,605,489 77 | |
| Rentals of leased roads: | | |
| Fitchburg R.R., . . . | \$1,808,506 78 | |
| Concord & Montreal R.R., . . . | 811,999 93 | |
| Boston & Lowell R.R., . . . | 770,127 00 | |
| Connecticut River R.R., . . . | 349,065 00 | |
| Wor., Nash. & Roch. R.R., . . . | 250,000 00 | |
| Vermont & Mass. R.R., . . . | 221,600 00 | |
| Conn. & Pass. Rivers R.R., . . . | 213,000 00 | |
| Northern R.R., . . . | 216,104 00 | |
| Nashua & Lowell R.R., . . . | 73,000 00 | |
| Lowell & Andover R.R., . . . | 52,500 00 | |
| Manchester & Law. R.R., . . . | 112,960 00 | |
| Stony Brook R.R., . . . | 21,500 00 | |
| Wilton R.R., . . . | 20,400 00 | |
| Peterborough R.R., . . . | 15,700 00 | |
| Concord & Portsmt'h R.R., . . . | 25,000 00 | |
| Pemigewasset Valley R.R., . . . | 32,790 00 | |
| Suncook Valley R.R., . . . | 14,700 00 | |
| Massawippi Valley Ry., . . . | 40,000 00 | |
| Kenneb'k & K'b'kport R.R., . . . | 2,925 00 | |
| New Boston R.R., . . . | 2,800 00 | |
| Troy & Bennington R.R., . . . | 15,400 00 | |
| Newport & Richford R.R., . . . | \$17,500 00 | |
| Sub-let for, . . . | 18,000 00 | |
| | <u>500 00</u> | |
| Credit, . . . | | 5,069,577 71 |
| Payments to sinking and other special funds: | | |
| Sinking fund, Eastern R.R., . . . | \$100,000 00 | |
| Sinking fund, Boston & Maine R.R., . . . | 36,285 00 | |
| | <u>136,285 00</u> | |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . | | 8,297,521 84 |
| NET DIVISIBLE INCOME, . . . | | \$1,883,572 43 |

| | | |
|--|---------------------|-----------------------|
| Dividends declared during the year payable on— | | |
| October 1, 1904, 1½ per cent on \$22,709,400, common, | \$397,414 50 | |
| January 2, 1905, 1½ per cent on \$22,709,400, common, | 397,414 50 | |
| April 1, 1905, 1½ per cent on \$23,509,400, common, | 411,414 50 | |
| July 1, 1905, 1½ per cent on \$23,509,400, common, | 411,414 50 | |
| September 1, 1904, 3 per cent on \$3,149,800, preferred, | 94,494 00 | |
| March 1, 1905, 3 per cent on \$3,149,800 preferred, | 94,494 00 | |
| TOTAL DIVIDENDS DECLARED, | | \$1,806,646 00 |
| Surplus for the year ending June 30, 1905, | | \$76,926 43 |
| Amount of surplus June 30, 1904, | | 1,538,074 95 |
| Credits to profit and loss account during the year: | | |
| By sinking fund for Boston & Maine R.R. improvement bonds which matured and were paid February 2, 1905, | \$501,961 56 | |
| By sinking fund for certificates of indebtedness, Eastern R.R. company purchased and cancelled by trustees, 1900-1904, | 454,104 05 | |
| TOTAL CREDITS, | \$956,065 61 | |
| Debits to profit and loss account during the year: amount transferred to contingent fund, | 76,926 43 | |
| NET AMOUNT CREDITED TO PROFIT AND LOSS, | | 879,139 18 |
| TOTAL SURPLUS JUNE 30, 1905, | | \$2,494,140 56 |

EARNINGS FROM OPERATION.

| DEPARTMENT OF SERVICE. | Gross Receipts. | Deductions. | Earnings. |
|--|-----------------|---------------------|------------------------|
| Passenger service: | | | |
| Gross receipts from passengers, | \$12,659,289 59 | | |
| Deductions: | | | |
| Tickets redeemed, | | \$25,064 13 | |
| Excess fares refunded, | | 103,753 23 | |
| Total deductions, | | \$128,817 36 | |
| NET REVENUE FROM PASSENGERS,* | | | \$12,530,472 23 |
| From mails, | \$458,318 55 | | |
| From express, | 1,156,871 28 | | |
| From extra baggage and storage, | 145,953 34 | | |
| | | | 1,761,143 17 |
| TOTAL EARNINGS, PASSENGER SERVICE,† | | | \$14,291,615 40 |
| Freight service: | | | |
| Gross receipts from freight, | \$21,540,269 59 | | |
| Deductions: | | | |
| Overcharge to shippers, | | \$187,252 38 | |
| NET REVENUE FROM FREIGHT (carried forward), | | | \$21,353,017 21 |

* On steam roads, \$12,329,832.96; on electric street railways, \$200,639.27.

† \$14,090,475.84, steam roads; \$201,139.56, electric street railways.

EARNINGS FROM OPERATION—Concluded.*

| DEPARTMENT OF SERVICE. | Gross Receipts. | Deductions. | Earnings. |
|---|-----------------|-------------|-----------------|
| <i>Amount brought forward,</i> | | | \$21,353,017 21 |
| From stock yards, | \$3,011 56 | | |
| From elevators, | 79,600 71 | | |
| Other earnings, freight service: storage and miscellaneous, | 235,310 19 | | |
| | | | 317,922 46 |
| TOTAL EARNINGS, FREIGHT SERVICE, . . . | | | \$21,670,939 67 |
| TOTAL PASSENGER AND FREIGHT EARNINGS, | | | \$35,962,555 07 |
| Other earnings from operation: | | | |
| Switching charges—balance, | \$137,130 44 | | |
| Telegraph companies, | 19,022 12 | | |
| Rentals from tracks, yards and terminals, . . . | 46,065 09 | | |
| From other sources: | | | |
| Hire of equipment—balances, | 26,032 44 | | |
| Steamer "Mt. Washington," | 18,209 31 | | |
| Steamer "Lady of the Lake," | 4,231 03 | | |
| TOTAL OTHER EARNINGS, | | | 250,690 43 |
| GROSS EARNINGS FROM OPERATION, . . . | | | \$36,213,245 50 |

EXPENSES OF OPERATION.

| | |
|--|----------------|
| General expenses: | |
| Salaries of general officers, | \$117,600 00 |
| Salaries of clerks and attendants, | 232,623 30 |
| General office expenses and supplies, | 30,024 23 |
| Insurance, | 196,889 88 |
| Law expenses, | 171,276 44 |
| Stationery and printing (general offices), | 22,252 79 |
| Other general expenses: miscellaneous expenses, . . | 26,222 60 |
| TOTAL, | \$796,894 24 |
| Maintenance of way and structures: | |
| Repairs of roadway, | \$2,386,707 20 |
| Renewals of rails, | 145,505 10 |
| Renewals of ties, | 662,429 53 |
| Repairs and renewals of bridges and culverts, . . . | 409,408 35 |
| Repairs and renewals of fences, road crossings, signs and cattle guards, | 138,283 77 |
| Repairs and renewals of buildings and fixtures, . . . | 612,662 84 |
| Repairs and renewals of docks and wharves, | 114,479 47 |
| Repairs and renewals of telegraph, | 11,650 92 |
| Stationery and printing, | 4,187 08 |
| Other expenses of maintaining way and structures: | |
| Repairs of electric line, | 3,494 64 |
| Tools and machinery, | 7,687 02 |
| Miscellaneous expenses, | 4,881 68 |
| TOTAL, | \$4,501,377 60 |
| Maintenance of equipment: | |
| Superintendence, | \$121,316 80 |
| Repairs and renewals of locomotives (includes \$495,153.50 new locomotives), | 1,844,468 69 |

Maintenance of equipment — *Concluded.*

| | |
|--|-----------------------|
| Repairs and renewals of passenger cars (includes \$157,433.66 new passenger cars), | \$837,957 16 |
| Repairs and renewals of freight cars (includes \$155,194.42 new freight cars), | 1,118,910 61 |
| Repairs and renewals of work cars, | 34,308 40 |
| Repairs and renewals of marine equipment, | 5,846 21 |
| Repairs and renewals of shop machinery and tools, | 48,020 52 |
| Stationery and printing, | 7,362 22 |
| Other expenses of maintaining equipment: Miscellaneous expenses (watching, etc.), | 185,976 78 |
| TOTAL, | \$4,204,161 39 |

Conducting transportation :

| | |
|--|------------------------|
| Superintendence, | \$330,911 23 |
| Engine and roundhouse men, | 2,566,116 82 |
| Fuel for locomotives, | 4,241,968 57 |
| Water supply for locomotives, | 175,311 50 |
| Oil, tallow and waste for locomotives, | 86,322 01 |
| Other supplies for locomotives, | 26,221 88 |
| Train service, | 2,054,548 14 |
| Train supplies and expenses, | 418,830 56 |
| Switchmen, flagmen and watchmen, | 2,033,421 43 |
| Telegraph expenses, | 331,906 14 |
| Station service, | 2,612,948 91 |
| Station supplies, | 310,366 49 |
| Car per diem and mileage — balance, | 765,639 47 |
| Loss and damage, | 210,144 01 |
| Injuries to persons, | 361,652 43 |
| Clearing wrecks, | 51,673 36 |
| Operating marine equipment, | 17,121 42 |
| Advertising, | 89,565 92 |
| Outside agencies, | 97,889 51 |
| Stock yards and elevators, | 35,582 32 |
| Rentals for tracks, yards and terminals, | 26,249 72 |
| Rental of buildings and other property, | 29,180 77 |
| Stationery and printing, | 162,418 84 |
| Other expenses of conducting transportation : | |
| Electric motive power, | 57,880 53 |
| Miscellaneous expense, | 23,434 98 |
| TOTAL, | \$17,117,306 96 |

Recapitulation :

| | |
|--|---------------|
| General expenses, | \$796,894 24 |
| Maintenance of way and structures, | 4,501,377 60 |
| Maintenance of equipment, | 4,204,161 39 |
| Conducting transportation, | 17,117,306 96 |

TOTAL OPERATING EXPENSES,* \$26,619,740 19

Percentage of operating expenses to gross earnings, 73.508

GENERAL BALANCE SHEET JUNE 30, 1905.

| ASSETS. | DR. |
|---------------------------------------|-----------------|
| Cost of road, | \$43,365,091 58 |
| Cost of equipment, | 7,223,320 26 |
| Real estate, Nashua, N. H., | \$215,197 55 |

* Steam roads, \$26,434,147.36; electric street roads, \$185,592.83.

| | |
|---|------------|
| Real estate, Fabyan, N. H., | \$1,631 98 |
| Land at Somerville, Mass., | 460,109 87 |
| Land at Medford, Mass., | 38,192 64 |
| Land at Malden, Mass., | 28,383 40 |
| Land at Melrose and Melrose Highlands, Mass., | 3,000 00 |
| Land at Wakefield, Mass., | 3,300 00 |
| Land at Boxford, Mass., | 328 00 |
| Land at Georgetown, Mass., | 825 00 |
| Land at Dover, N. H., | 20,234 69 |
| Land at Rollinsford, N. H., | 1,051 00 |
| Land at Saco and Biddeford, Me., | 23,701 65 |
| Land at Kennebunk, Me., | 461 75 |
| Land at Old Orchard, Me., | 7,648 52 |
| Land at Portland, Me., | 27,349 29 |
| Land at Bar Harbor, Me., | 45,104 37 |
| Land at Boston, Mass., | 190,894 99 |
| Land at Everett, Mass., | 29,784 36 |
| Land at Chelsea, Mass., | 21,836 30 |
| Land at Revere, Mass., | 19,517 92 |
| Land at Cliftondale, Mass., | 4,565 00 |
| Land at Saugus, Mass., | 525 00 |
| Land at Lynn, Mass., | 72,574 81 |
| Land at Salem, Mass., | 1,000 00 |
| Land at Peabody, Mass., | 634 06 |
| Land at Danvers, Mass., | 1,000 00 |
| Land at Beverly, Mass., | 12,579 60 |
| Land at Hamilton, Mass., | 5,000 00 |
| Land at Manchester, Mass., | 1,000 00 |
| Land at Rockport, Mass., | 1,646 46 |
| Land at Newbury, Mass., | 300 00 |
| Land at Newburyport, Mass., | 4,400 00 |
| Land at Hampton, N. H., | 150 70 |
| Land at Portsmouth, N. H., | 4,690 70 |
| Land at Wells, Me., | 64 12 |
| Land at Rochester, N. H., | 2,200 00 |
| Land at East Cambridge, Mass., | 44,509 52 |
| Land at Clematis Brook, Mass., | 501 67 |
| Land at Arlington, Mass., | 2,500 00 |
| Land at Wilmington, Mass., | 561 50 |
| Land at Chelmsford, Mass., | 1,500 00 |
| Land at Lowell, Mass., | 4,613 80 |
| Land at Harrisville, N. H., | 150 00 |
| Land at Marlborough, N. H., | 65 00 |
| Land at Fremont, N. H., | 400 00 |
| Land at Windham, N. H., | 81 70 |
| Land on line of N. A. & B. Branch, | 334 00 |
| Land at Kingston, N. H., | 142 10 |
| Land at Andover, Mass., | 338 22 |
| Land at Ayer, Mass., | 30 87 |
| Land at Madison, N. H., | 231 25 |
| Land at Andover, N. H., | 501 87 |
| Land at Northampton, N. H., | 1,013 70 |
| Land at Haverhill, Mass., | 151 15 |
| Land at Manchester, N. H., | 480 66 |
| Land at Barrington, N. H., | 587 20 |
| Land at Barre, Mass., | 143 87 |

| | |
|------------------|----------------|
| TOTAL, | \$1,309,721 81 |
|------------------|----------------|

| | |
|---|----------------|
| Stock of Fitchburg R.R., common, 54,547 shares, | \$5,454,549 75 |
| Stock of Maine Central R.R., 25,160 shares, | 2,516,000 00 |

| | | |
|---|----------------|-----------------|
| Stock of Boston & Maine R.R., common, 11,282 shares, | \$1,293,559 95 | |
| Stock of York Harbor & Beach R.R., 5,104 shares, par \$50, | 250,875 00 | |
| Stock of Portland & Ogdensburg R.R., 3,952 $\frac{1}{10}$ shares, | 146,238 80 | |
| Stock of Portland Union Railway Station Co., 250 shares, | 25,000 00 | |
| Stock of St. Johnsbury & Champlain R.R., 809 shares, par \$50, | 4,303 56 | |
| Stock of Newburyport R.R., 1,784 shares, | 5,352 00 | |
| Stock of Danvers R.R., 540 shares, | 2,552 00 | |
| Stock of Portsmouth Bridge, 400 shares, | 4,000 00 | |
| Stock of St. John Bridge & Railway Extension Co., 240 shares, par \$50, | 12,000 00 | |
| Stock of Montreal & Atlantic Ry. Co., 373 shares, | 3,000 00 | |
| Stock of Concord & Claremont, N. H., R.R., 32 shares, | 640 00 | |
| Stock of Proprietors Wells River Bridge, 11 shares, | 1,090 00 | |
| TOTAL, | | \$9,719,161 06 |
| Bonds of Newburyport R.R. (\$300,000), | \$300,000 00 | |
| Bonds of Danvers R.R. (\$125,000), | 125,000 00 | |
| Bonds of Fitchburg R.R. (\$57,000), | 57,000 00 | |
| Bonds of St. Johnsbury & Lake Champlain R.R. Co. (\$432,000), | 432,000 00 | |
| Bonds of Montreal & Atlantic Ry. (\$108,000), | 108,000 00 | |
| Bonds of Woodsville Aqueduct Co., (\$5,450), | 5,618 50 | |
| TOTAL, | | 1,027,618 50 |
| Other permanent property: | | |
| Steamer "Mt. Washington" and wharves, | \$69,260 24 | |
| Richford, Vt., elevator, | 52,261 43 | |
| TOTAL, | | 121,521 67 |
| TOTAL PERMANENT INVESTMENTS, | | \$62,766,434 88 |
| Cash, | \$3,010,965 85 | |
| Bills receivable, | 973,491 10 | |
| Due from agents, | 1,748,029 36 | |
| Traffic balances due from other companies, | 295,059 98 | |
| Due from solvent companies and individuals, | 2,736,214 96 | |
| Sinking and other special funds, | 925,403 78 | |
| TOTAL CASH AND CURRENT ASSETS, | | 9,689,225 03 |
| Materials and supplies, | \$3,584,769 42 | |
| Other assets and property: | | |
| Prepaid insurance premiums, | 255,327 63 | |
| Elimination of grade crossings in process, | 210,097 79 | |
| TOTAL MISCELLANEOUS ASSETS, | | 4,050,194 84 |
| TOTAL, | | \$76,505,854 75 |

| LIABILITIES. | | CR. |
|--|------------------------|-----------------|
| Capital stock, common : | | |
| Common, | \$24,637,600 00 | |
| Scrip, | 470 70 | |
| | <u>\$24,638,070 70</u> | |
| Capital stock, preferred, | 3,149,800 00 | |
| | <u></u> | |
| TOTAL CAPITAL STOCK, | | \$27,787,870 70 |
| Premium on Boston & Maine R.R. common stock sold, . . . | | 2,837,218 90 |
| Funded debt, | | 30,808,743 91 |
| Real estate mortgages, | | 594,800 00 |
| Current liabilities : | | |
| Loans and notes payable, | \$600,000 00 | |
| Audited vouchers and accounts, | 1,984,563 78 | |
| Salaries and wages, | 576,936 18 | |
| Traffic balances due to other companies, | 1,242,086 11 | |
| Dividends not called for, | 5,015 25 | |
| Matured interest coupons unpaid (including coupons due July 1), | 280,866 20 | |
| Rentals due and unpaid (including rentals due July 1), | 1,182,727 11 | |
| Miscellaneous current liabilities : | | |
| Dividend on common stock due July 1, | 411,414 50 | |
| Fund to pay Boston & Lowell R.R. bonds due September 1, 1905, | 500,000 00 | |
| | <u></u> | |
| TOTAL CURRENT LIABILITIES, | | 6,783,609 13 |
| Accrued liabilities : | | |
| Interest accrued and not yet due, | \$281,438 20 | |
| Taxes accrued and not yet due, | 584,834 30 | |
| Rentals accrued and not yet due, | 430,505 73 | |
| | <u></u> | |
| TOTAL ACCRUED LIABILITIES, | | 1,296,778 23 |
| Amounts due leased roads at termination of leases, . . . | | 1,823,079 10 |
| Sinking and other special funds : | | |
| Sinking funds for redemption of Boston & Maine R.R. bonds, | \$924,067 89 | |
| Sinking funds for redemption of Eastern R.R. bonds, | 1,395 89 | |
| Injury fund, | 150,000 00 | |
| Contingent fund, | 141,936 65 | |
| Suspense account, | 862,213 79 | |
| | <u></u> | |
| TOTAL SINKING AND OTHER SPECIAL FUNDS, | | 2,079,614 22 |
| Profit and loss balance (surplus), | | 2,494,140 56 |
| | <u></u> | |
| TOTAL, | | \$76,505,854 75 |

PROPERTY ACCOUNTS.

| | |
|---|------------|
| Additions to construction account : | |
| Grading and masonry, | \$5,041 22 |
| Bridging, | 216 24 |
| Superstructure, including rails, | 86,871 04 |
| Lands, land damages and fences, | 17,183 92 |
| Passenger and freight stations, coal sheds and water stations, | 37 63 |

Additions to construction account— *Concluded.*

| | |
|---|------------|
| Engineering and other expenses incident to construction, | \$1,741 24 |
| Elimination of grade crossings, | 274,453 97 |
| Other additions to construction account: | |
| Central Massachusetts R.R. purchase of 5 shares common stock, | 105 00 |

TOTAL ADDITIONS TO CONSTRUCTION ACCOUNT,

\$385,650 26

Other expenditures charged to property accounts:

| | |
|---|------------|
| 33 shares stock of York Harbor & Beach R.R. (par \$50), | \$825 00 |
| 303 shares stock of Newburyport R.R., | 909 00 |
| 47 shares stock of Danvers R.R., | 141 00 |
| Bonds of Montreal & Atlantic Ry., | 108,000 00 |
| Land at Somerville, Mass., | 19,741 40 |
| Land at Beverly, Mass., | 3,805 35 |
| Land at Rockport, Mass., | 235 00 |
| Land at Andover, Mass., | 131 65 |
| Land at Barre, Mass., | 143 87 |
| Land at Barrington, N. H., | 587 20 |
| Land at Boxford, Mass., | 226 75 |
| Land at Andover, N. H., | 501 87 |
| Land at Madison, N. H., | 231 25 |

TOTAL,

134,979 34

TOTAL ADDITIONS TO PROPERTY ACCOUNTS,

\$520,629 60

Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):

| | |
|---|------------|
| Fitchburg R.R. Co. bonds sold, | \$6,000 00 |
| Land at Melrose Highlands, transferred to construction, | 18,958 51 |
| Land at Rockport, Mass., transferred to construction, | 500 00 |
| Land at Everett, Mass., transferred to construction, | 455 04 |
| Land at Kennebunk, Me., sold, | 40 00 |
| Land at Northfield, Mass., sold, | 326 27 |
| Land at Boxford, Mass., sold, | 417 85 |
| Land at Peabody, Mass., sold, | 361 10 |
| Decrease in ledger valuation of securities, | 2,148 95 |

TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,

29,207 72

NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,

\$491,421 88

CAPITAL STOCK.

| | |
|--|-----------------|
| Capital stock authorized by law, common, | \$24,996,725 30 |
| Capital stock authorized by law, preferred, | 3,149,800 00 |
| Total capital stock authorized by law, | \$28,146,525 30 |
| Capital stock authorized by votes of company, common, | \$24,653,125 30 |
| Capital stock authorized by votes of company, preferred, | 3,149,800 00 |
| Total capital stock authorized by vote, | \$27,802,925 30 |

| | | |
|--|---------|-----------------|
| Capital stock issued and outstanding, common, . . . | | \$24,637,600 00 |
| Capital stock issued and outstanding, preferred, . . . | | 3,149,800 00 |
| Total capital stock outstanding, | | \$27,787,400 00 |
| Scrip convertible into stock, | | 470 70 |
| TOTAL CAPITAL STOCK LIABILITY, | | \$27,787,870 70 |
| Number of shares issued and out- standing, common, | 246,376 | |
| Number of shares issued and out- standing, preferred, | 31,498 | |
| Total number of shares outstanding, ————— | | 277,874 |
| Number of stockholders, common, | 6,908 | |
| Number of stockholders, preferred, | 724 | |
| Total number of stockholders, | | 7,632 |
| Number of stockholders in Massa- chusetts, common, | 4,293 | |
| Number of stockholders in Massa- chusetts, preferred, | 586 | |
| Total stockholders in Massachusetts, ————— | | 4,879 |
| Amount of stock held in Massachusetts, com- mon, | | \$14,482,400 00 |
| Amount of stock held in Massachusetts, pre- ferred, | | 2,551,900 00 |
| Total stock held in Massachusetts, | | \$17,034,300 00 |

REAL ESTATE MORTGAGES.

| DESCRIPTION OF MORTGAGED PROPERTY. | Rate of Interest. | Mortgage when Due. | Amount. | Interest Paid during the Year. |
|---------------------------------------|----------------------|-----------------------|--------------|--------------------------------------|
| Land in Charlestown, Mass., . . . | Per Cent. 4 | Sept. 1, 1906. | \$594,800 00 | \$23,792 00 |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---|----------------------|----------------------|------------------------|--------------------------------------|
| Boston & Maine R.R. bonds, . . . | Per Cent. 4½ | Jan. 1, 1944, | \$6,000,000 00 | \$269,347 50 |
| Boston & Maine R.R. bonds, . . . | 4 | Aug. 1, 1942, | 2,500,000 00 | 100,020 00 |
| Boston & Maine R.R. bonds, . . . | 3 | July 1, 1960, | 5,454,000 00 | 163,635 00 |
| Boston & Maine R.R. bonds, . . . | 3½ | Nov. 1, 1921, | 1,000,000 00 | 35,175 00 |
| Boston & Maine R.R. bonds, . . . | 3½ | Jan. 1, 1923, | 2,000,000 00 | 69,597 50 |
| Boston & Maine R.R. bonds, . . . | 3½ | Feb. 2, 1925, | 500,000 00 | - |
| Boston & Maine R.R. improvement bonds. | 4 | Feb. 2, 1905, | -* | 40,000 00 |
| Amounts carried forward, | | | \$17,454,000 00 | \$677,775 00 |

* \$1,000,000 bonds matured, all have been paid.

FUNDED DEBT — Concluded.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--|-------------------|-------------------|---------------------|--------------------------------|
| <i>Amounts brought forward,</i> | | | \$17,454,000 00 | \$677,775 00 |
| | Per Cent. | | | |
| Boston & Maine R.R. improvement bonds. | 4 | Feb. 1, 1907, | 500,000 00 | 20,000 00 |
| Boston & Maine R.R. improvement bonds. | 4 | Feb. 1, 1937, | 1,919,000 00 | 76,740 00 |
| Eastern R.R. certificates of indebtedness, U. S. gold. | 6 | Sept. 1, 1906, | 6,373,000 21 | 383,265 00 |
| Eastern R.R. certificates of indebtedness, £ sterling. | 6 | Sept. 1, 1906, | 1,449,243 70 | 88,852 56 |
| Portsmouth, Great Falls & Conway R.R. bonds. | 4½ | June 1, 1937, | 1,000,000 00 | 46,766 25 |
| Portland & Rochester R.R. terminal bonds. | 4 | Oct. 1, 1907, | 113,500 00 | 4,870 00 |
| Central Massachusetts R.R. bonds, . | 5 | Oct. 1, 1906, | 2,000,000 00 | 100,000 00 |
| TOTALS, | | | \$30,808,743 91 | \$1,398,268 81 |

SINKING AND OTHER SPECIAL FUNDS.

| | | | | |
|---|-----------|----|--|----------------|
| <i>Sinking Funds.</i> | | | | |
| Amount June 30, 1904, for redemption of Boston & Maine R.R. improvement bonds sinking fund, | | | | \$1,337,865 60 |
| Amount June 30, 1904, of Eastern R.R. bonds sinking fund, . | | | | 360,321 52 |
| TOTAL SINKING FUNDS JUNE 30, 1904, | | | | \$1,698,187 12 |
| Additions during the year to Boston & Maine R.R. improvement bonds sinking fund, | \$88,163 | 85 | | |
| Additions during the year to Eastern R.R. sinking fund, | 100,378 | 24 | | |
| | | | | 188,542 09 |
| TOTAL, INCLUDING ADDITIONS, | | | | \$1,886,729 21 |
| Deductions during the year from Boston & Maine R.R. improvement bonds sinking fund, | \$501,961 | 56 | | |
| Deductions during the year from Eastern R.R. sinking fund, | 459,303 | 87 | | |
| | | | | 961,265 43 |
| TOTAL SINKING FUNDS JUNE 30, 1905, | | | | \$925,463 78 |
| <i>Injury Fund.</i> | | | | |
| Amount of injury fund June 30, 1904, | | | | \$150,000 00 |
| Additions during the year, | | | | 361,652 43 |
| TOTAL, INCLUDING ADDITIONS, | | | | \$511,652 43 |
| Deductions during the year, | | | | 361,652 43 |
| TOTAL INJURY FUND JUNE 30, 1905, | | | | \$150,000 00 |
| <i>Contingent Fund.</i> | | | | |
| Amount of contingent fund June 30, 1904, | | | | \$65,010 22 |
| Additions during the year, | | | | 76,926 43 |
| TOTAL CONTINGENT FUND JUNE 30, 1905, | | | | \$141,936 65 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|----------------|
| Passenger traffic: | |
| Number of passengers carried paying revenue (steam roads, 38,669,511; electric street roads, 3,205,299), | 41,874,810 |
| Number of passengers carried one mile,* | 702,490,018 |
| Number of passengers carried one mile per average mile of road operated (average miles of road operated, steam, 2,242 340; electric, 45.980),* | 313,284 |
| Average length of journey per passenger,* | 18.170 miles. |
| Average amount received per passenger per mile carried,* | 1 755 cents. |
| Passenger earnings (gross) per average mile of road operated, including electric street roads, | \$6,245 46.000 |
| Passenger earnings (gross) per passenger-train mile run,* | 1 23 266 |
| Freight traffic: | |
| Number of tons of freight hauled earning revenue, | 20,546,826 |
| Number of tons of freight hauled one mile, | 1,854,130,258 |
| Number of tons of freight hauled one mile per average mile of road operated,* | 826,873 |
| Average length of haul per ton, | 90.240 miles. |
| Average amount received per ton per mile hauled, | 1.152 cents. |
| Freight earnings (gross) per average mile of road operated,* | \$9,664 43 |
| Freight earnings (gross) per freight train mile run, | 2 47.300 |
| Operating expenses: | |
| Operating expenses per average mile of road operated,* | \$11,788 64 |
| Operating expenses per revenue-train mile run,* | 1 31.928 |
| Train mileage: | |
| Miles run by passenger trains, | 11,272,913 |
| Miles run by freight trains, | 8,605,773 |
| Miles run by mixed trains, | 158,045 |
| Total mileage of trains earning revenue, | 20,036,731 |
| Miles run by switching trains, | 7,565,512 |
| Miles run by construction and other trains, | 1,603,736 |
| Total train mileage, | 29,205,979 |
| Fares and freights: | |
| Average rate of fare per mile received for local and trip tickets,* | 1.738 cents. |
| Average rate of fare per mile received for mileage tickets: 500 miles, 2.25 cents; 1,000 miles, 2 cents. | |
| Average rate of fare per mile received for time and commutation tickets, within suburban circuit, 1 to 2 cents; outside suburban circuit, 2 to 2.25 cents. | |
| Average rate of fare per mile received for interline tickets, | 1.853 cents. |
| Average rate received per ton mile for local freight, | 2.071 " |
| Average rate received per ton mile for interline freight, | 0.756 " |
| Passengers to and from Boston: | |
| Number of passengers to Boston, | 10,207,443 |
| Number of passengers from Boston, | 10,543,660 |
| Employees: | |
| Average number of persons employed, | 23,509 |

* Does not include electric street roads.

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massa- chusetts. |
|---|-------------------|------------------------|
| Length of main line, | Miles. 446.520 | Miles. 173.700 |
| Length of branch line, | 165.770 | 86.300 |
| TOTAL LENGTH OF LINE OWNED, | 612.290 | 260.000 |
| Length of second track, | 166.240 | 105.660 |
| Length of third track, | 2.260 | 2.260 |
| Length of side track, etc., | 333.110 | 201.820 |
| TOTAL LENGTH OF TRACK OWNED, | 1,113.900 | 569.740 |
| RAILROAD OPERATED. | | |
| Length of main line, | 1,353.900 | 459.440 |
| Length of branch line, | 932.690 | 326.590 |
| TOTAL LENGTH OF LINE OPERATED,* | 2,286.590 | 786.030 |
| Length of second track, | 511.400 | 374.640 |
| Length of third track, | 8.310 | 6.960 |
| Length of fourth track, | 2.020 | 2.020 |
| Length of side track, etc., | 1,210.020 | 635.660 |
| TOTAL LENGTH OF TRACK OPERATED, | 4,018.340 | 1,805.310 |
| EQUIPPED FOR ELECTRIC POWER. | | |
| Length of main line, | 45.980 | - |
| Length of side track, etc., | 3.580 | - |
| TOTAL LENGTH OF ELECTRIC TRACK, | 49.560 | - |

DESCRIPTION OF EQUIPMENT.

| ROLLING STOCK. | Number Owned. | Number Owned by Leased Roads. | Total Owned and Leased. | Equipped with Power Driving- Wheel Brakes. | Maximum Weight. | Average Weight. |
|----------------------------|---------------|----------------------------------|----------------------------|--|-----------------|-----------------|
| LOCOMOTIVES. | | | | | | |
| Passenger, | 193 | 206 | 399 | 399 | Lbs. 170,400 | Lbs. 100,060 |
| Freight, | 179 | 207 | 386 | 386 | 176,850 | 129,830 |
| Switching, etc., | 101 | 139 | 240 | 239 | 123,600 | 83,460 |
| TOTAL, | 473 | 552 | 1,025 | 1,024 | - | - |

* Average length of line operated during the year, 2,288.320.

DESCRIPTION OF EQUIPMENT — Concluded.

| ROLLING STOCK. | Number Owned. | Number Owned by Leased Roads. | Total Owned and Leased. | Equipped with Power Train Brakes. | Equipped with Automatic Couplers. | Name of Coupler Used. |
|--|---------------|-------------------------------|-------------------------|-----------------------------------|-----------------------------------|---|
| CARS — PASSENGER SERVICE. | | | | | | |
| Passenger cars, | 562 | 432 | 994 | 971 | 933 | 456 Gould, 467 National, 10 Tower. |
| Combination cars, | 105 | 139 | 244 | 244 | 244 | 60 Gould, 184 National. |
| Parlor cars, | 1 | 8 | 9 | 9 | 9 | 6 Gould, 3 National. |
| Baggage, express and mail cars, | 151 | 159 | 310 | 310 | 310 | 79 Gould, 195 National, 32 Trojan, 4 Tower. |
| Other cars in passenger service, | 43 | 26 | 69 | 69 | 69 | 26 Gould, 42 National, 1 Trojan. |
| TOTAL, | 862 | 764 | 1,626 | 1,603 | 1,565 | |
| CARS — FREIGHT SERVICE. | | | | | | |
| Box cars, | 2,951 | 5,297 | 8,248 | 7,635 | 8,248 | 1 Burns, 7,855 Gould, 2 Janney, 1 National, 389 Trojan. |
| Flat cars, | 990 | 1,979 | 2,969 | 2,697 | 2,969 | 3 Burns, 2,740 Gould, 3 Janney, 1 National, 1 Standard, 221 Trojan. |
| Stock cars, | 107 | 43 | 150 | 145 | 150 | 148 Gould, 2 Trojan. |
| Coke cars, | 165 | - | 165 | 165 | 165 | 165 Gould. |
| Coal cars, | 2,280 | 2,401 | 4,681 | 3,499 | 4,066 | 3,756 Gould, 1 Norton, 269 Trojan, 40 Tower. |
| Logging trucks, | - | 61 | 61 | - | - | - |
| Refrigerator cars, | 138 | - | 138 | 138 | 138 | 134 Gould, 4 Trojan. |
| TOTAL, | 6,631 | 9,781 | 16,412 | 14,279 | 15,736 | |
| CARS — COMPANY'S SERVICE. | | | | | | |
| Officers' and pay cars, | 4 | 3 | 7 | 7 | 7 | 3 Gould, 4 National. |
| Air-brake instruction cars, . . | 1 | 1 | 2 | 2 | 2 | 1 Gould, 1 National. |
| Derrick cars, | 33 | 25 | 58 | 38 | 53 | 50 Gould, 3 Trojan. |
| Caboose cars, | 194 | 180 | 374 | 342 | 374 | 4 Diamond, 366 Gould, 2 National, 1 Trojan, 1 Tower. |
| Other cars in company's service (including two electric cars), | 221 | 97 | 318 | 217 | 313 | 291 Gould, 1 Janney, 7 National, 14 Trojan. |
| TOTAL, | 453 | 306 | 759 | 606 | 749 | |
| Snow ploughs, | 48 | 49 | 97 | 71 | 19 | 17 Gould, 2 Trojan. |
| Electric snow ploughs, | 1 | 3 | 4 | 4* | - | - |

Number of 8-wheel cars in passenger service with brakes for *all* wheels, 1,577
 Number of 12-wheel cars in passenger service with brakes for *all* wheels, 23

* Hand brake.

RAILROAD CROSSINGS IN MASSACHUSETTS.

| <i>Crossings with Highways.</i> | |
|--|---------------|
| Number of crossings of railroad with highways at grade, . | 761 |
| Number of highway grade crossings protected by gates, . | 272 |
| Number of highway grade crossings protected by gates and flagmen, | 4 |
| Number of highway grade crossings protected by flagmen, . | 206 |
| Number of highway grade crossings protected by electric signals only, | 33 |
| Number of highway grade crossings unprotected, | 246 |
| Number of highway grade crossings finally abolished during the year, | 8 * |
| Number of highway grade crossings now in process of abolition, | 9 |
| Number of highway grade crossings for abolition of which petition is pending, | 41 |
| Number of highway bridges 18 feet (or more) above track, . | 62 |
| Number of highway bridges less than 18 feet above track, . | 192 |
| Height of lowest highway bridge above track, | 14 ft., 5 in. |
| <i>Crossings with Other Railroads.</i> | |
| Crossings of railroad with other railroads at grade (10 in number), viz.: | |
| Boston, with Boston & Albany Railroad. Boston, Charlestown Branch with Boston & Albany Railroad. Boston, Mystic Branch with Boston & Albany Railroad. South Sudbury, Southern Division with New York, New Haven & Hartford Railroad. Somerville, Fitchburg Division with Boston & Albany Railroad. Concord Junction, Fitchburg Division with New York, New Haven & Hartford Railroad. Fitchburg, Fitchburg Division with New York, New Haven & Hartford Railroad. Baldwinville, Fitchburg Division with Boston & Albany Railroad. Winchendon, Cheshire Branch with Boston & Albany Railroad. Clinton, Worcester, Nashua & Portland Division with New York, New Haven & Hartford Railroad | |
| Number of above crossings at which interlocking signals are established, | 8 |

NEW BRIDGES BUILT DURING THE YEAR.

TERMINAL DIVISION.

| NUMBER AND LOCATION. | Description of Bridge Replaced. | Description of New Bridge. | Length of Spans and Number of Tracks. | By Whom Built. |
|----------------------|---------------------------------|----------------------------|---------------------------------------|--------------------------|
| F1, Boston, . . . | Pile trestle and draw. | Pile trestle and draw. | 1,450 feet, 4 tracks, | Boston & Maine Railroad. |

WESTERN DIVISION.

| | | | | |
|-------------------|-----------------|-----------------|---------------------|--|
| 36, Haverhill, . | Plate girder, . | Stone arch, . | 30 feet, 3 tracks, | Jos. Ross Company. Boston Bridge Works. |
| 162, Topsfield, . | Wood stringer, | Rolled beams, . | 18 feet, 1 track, . | |

* Eight abolished by abandonment of the East Boston Branch.

BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR.

WESTERN DIVISION.

| NUMBER AND LOCATION. | Description of Bridge. | Description of Work Done. |
|-----------------------------|------------------------|---|
| 182, Lowell Junction, . . . | Plate girder, | Buttress built in front of west abutment. |

EASTERN DIVISION.

| | | |
|----------------------------|-----------------------------|---|
| 5, East Somerville, . . . | Pile trestle and draw, . . | Draw trusses, inward track, re-built. |
| 15, West Lynn, | Pile trestle and draw, . . | Stringers and ties renewed south of draw. |
| 44, Rowley, | Plate girder, | New ties and iron work repaired. |
| 177, Marble Ridge, | Wood and iron stringer, . . | New ties and side stringer. |

FITCHBURG DIVISION.

| | | |
|---------------------------|--------------------------|---------------------------------|
| 99, Otter River, | Deck plate girder, . . . | Ties renewed, west bound track. |
| 154, Greenfield, | Iron deck bridge, . . . | Ties renewed. |
| 354, Pepperell, | Plate girder, | Ties renewed. |
| 465, Gardner, | Plate girder, | Ties renewed. |

WORCESTER, NASHUA AND PORTLAND DIVISION.

| | | |
|------------------------|-----------------------|----------------------------------|
| 18, Oakdale, | Stone arch, | Arch grouted and wings extended. |
|------------------------|-----------------------|----------------------------------|

Bridges eliminated during the year: Southern Division, 162, Oakdale, wood stringer, filled on account of Metropolitan Water Works.

Total length of pile and trestle bridging, 20,764 ft., 7 in.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | IN MASSACHUSETTS. | | | | | | TOTAL ON ALL LINES OPERATED. | |
|---------------------------|---|----------|--|----------|---------|----------|------------------------------------|----------|
| | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | | | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, . | - | - | 4 | 3 | 4 | 3 | 4 | 7 |
| Employees, . | 3 | 9 | 24 | 25 | 27 | 34 | 40 | 82 |
| Other persons, | - | - | 75 | 28 | 75 | 28 | 109 | 50 |
| TOTALS, . | 3 | 9 | 103 | 56 | 106 | 65 | 153 | 139 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & MAINE RAILROAD,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Lucius Tuttle, *President*, Boston, Mass. William Berry, *Second Vice-President and General Traffic Manager*, Boston, Mass. Frank Barr, *Third Vice-President and General Manager*, Boston, Mass. William J. Hobbs, *Fourth Vice-President and General Auditor*, Boston, Mass. Stuart H. McIntosh, *Assistant General Auditor*, Boston, Mass. Herbert E. Fisher, *Treasurer*, Boston, Mass. John F. Webster, *Assistant Treasurer*, Concord, N. H. William B. Lawrence, *Clerk of Corporation*, Boston, Mass. Richard Olney, *General Counsel*, Boston, Mass. Edgar J. Rich, *General Solicitor*, Boston, Mass. Charles E. Lee, *Assistant General Manager*, Boston, Mass. Daniel W. Sanborn, *General Superintendent*, Boston, Mass. Dana J. Flanders, *General Passenger and Ticket Agent*, Boston, Mass. Michael T. Donovan, *Freight Traffic Manager*, Boston, Mass. Amos S. Crane, *Export Freight Traffic Manager*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Lucius Tuttle, Boston, Mass. Henry F. Dimock, New York, N. Y. Samuel C. Lawrence, Medford, Mass. William Whiting, Holyoke, Mass. Richard Olney, Boston, Mass. Charles M. Pratt, New York, N. Y. Alvah W. Sulloway, Franklin, N. H. Alexander Cochrane, Boston, Mass. Joseph H. White, Brookline, Mass. Walter Hunnewell, Wellesley, Mass. Henry R. Reed (died March 14, 1905), Lewis Cass Ledyard, New York, N. Y. Henry M. Whitney, Brookline, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

LUCIUS TUTTLE,
SAMUEL C. LAWRENCE,
JOSEPH H. WHITE,
A. W. SULLOWAY,
WM. WHITING,
ALEX COCHRANE,
WALTER HUNNEWELL,
RICHARD OLNEY,
HENRY M. WHITNEY,

Directors.

HERBERT E. FISHER,

Treasurer.

WM. J. HOBBS,

Fourth Vice-President and General Auditor.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. SEPT. 7, 1905. Then personally appeared the above-named Lucius Tuttle, Samuel C. Lawrence, Joseph H. White, A. W. Sulloway, Wm. Whiting, Alex Cochrane, Walter Hunnewell, Richard Olney, Henry M. Whitney, Herbert E. Fisher and Wm. J. Hobbs, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

E. A. RYDER,
Justice of the Peace.

Approved:

GEO. H. POOR,
Commissioner for Massachusetts.

REPORT OF THE CONDITION OF THE SINKING FUND OF THE EASTERN RAILROAD COMPANY ON THE THIRTIETH DAY OF JUNE, 1905.

| CR. | | |
|--|----------|---------------------|
| Amount on hand as per report of June 30, 1904, | | \$1,471 54 |
| Received of the Boston & Maine Railroad Company payment to the sinking fund for the year ending Sept. 1, 1904, . . . | | 100,000 00 |
| Received of the Boston & Maine Railroad Company excess of cost of certificates of indebtedness purchased over the "fair value" fixed by the trustees, Oct. 28, 1904, . . . | \$326 20 | |
| Received of the Boston & Maine Railroad Company excess of cost of certificates of indebtedness purchased over the "fair value" fixed by the trustees, Nov. 3, 1904, . . . | 97 33 | |
| Received of the Boston & Maine Railroad Company excess of cost of certificates of indebtedness purchased over the "fair value" fixed by the trustees, Nov. 10, 1904, . . . | 24 20 | |
| | | 447 73 |
| Received interest on deposits at National Shawmut Bank, June 30, 1905, . . . | | 378 24 |
| | | <u>\$102,297 51</u> |

| DR. | | |
|---|-------------|--------------|
| Cost of certificates of indebtedness purchased Oct. 27, Nov. 3 and Nov. 10, 1905, (£13,000 and \$33,000), . | \$99,840 83 | |
| Accrued interest thereon, . . | 1,010 79 | |
| | | \$100,851 62 |
| Paid for legal services, Jan. 30, 1905, . . | | 50 00 |
| | | \$100,901 62 |
| Balance on hand June 30, 1905, deposited in the National Shawmut Bank, . . . | 1,395 89 | |
| | | \$102,297 51 |

CHARLES R. CODMAN,
CHAS. E. COTTING,
CHAS. L. HAYWARD,
Trustees Eastern Railroad.

BOSTON, June 30, 1905.

To the Railroad Commissioners of Massachusetts.

We hereby certify that the mortgage certificates of indebtedness of the Eastern Railroad Company issued by us and outstanding on the thirtieth day of June, 1905, were as follows:—

| | |
|---|-------------|
| Certificates payable in sterling money of Great Britain, | £297,800 |
| Certificates payable in gold dollars of the United States of America, | \$6,373,000 |
| Scrip certificates, | 21 cents. |

The above shows a decrease from amount last reported of £13,000 and \$33,000, being certificates purchased under provisions of chapter 373 of the Acts of 1888, by written request of the Boston & Maine Railroad Corporation.

CHARLES R. CODMAN,
CHAS. E. COTTING,
CHAS. L. HAYWARD,
Trustees Eastern Railroad.

BOSTON, June 30, 1905.

RETURN

OF THE

BOSTON & PROVIDENCE RAILROAD CORPORATION

FOR THE YEAR ENDING JUNE 30, 1905.

[Leased to and operated by the New York, New Haven & Hartford.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|---------------------|
| Rental received from lease of road, | \$491,038 02 |
| Dividends received on stocks owned: Boston & Providence Railroad Corporation, | 400 00 |
| GROSS INCOME, | \$491,438 02 |
| Expenses and charges upon income accrued during the year: | |
| Salaries and maintenance of organization, | \$4,238 02 |
| Interest on funded debt, | 86,800 00 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | 91,038 02 |
| NET DIVISIBLE INCOME, | \$400,400 00 |
| Dividends declared (10 per cent), | 400,000 00 |
| Surplus for the year ending June 30, 1905, | \$400 00 |
| Amount of surplus June 30, 1904, | 83,284 82 |
| TOTAL SURPLUS JUNE 30, 1905, | \$83,684 82 |
| GENERAL BALANCE SHEET JUNE 30, 1905. | |
| ASSETS. | DR. |
| Cost of road,* | \$5,046,088 30 |
| Cost of equipment, | 871,234 35 |
| Lands in Massachusetts, | 82,183 94 |
| Stock of Providence, Warren & Bristol Railroad Company, | \$158,505 00 |
| Stock of Union Freight Railroad Company, | 79,014 42 |

* See "General Remarks and Explanations" on page 46.

| | | | |
|--|--|----------------|----------------|
| Stock of Boston & Providence Railroad Corporation, | | \$10,090 00 | |
| Stock of Boston Terminal Company, | | 100,000 00 | |
| | | | \$347,609 42 |
| TOTAL PERMANENT INVESTMENTS, | | | \$6,347,116 01 |
| Cash, | | | 154,466 31 |
| TOTAL, | | | \$6,501,582 32 |
| | | | |
| LIABILITIES. | | CR. | |
| Capital stock, | | | \$4,000,000 00 |
| Funded debt, | | | 2,170,000 00 |
| Current liabilities: | | | |
| Dividends not called for (including dividend due July 1, 1905), | | \$103,937 50 | |
| Matured interest coupons unpaid (including coupons due July 1), | | 43,960 00 | |
| Miscellaneous current liabilities: New York, New Haven & Hartford Railroad Co., | | 100,000 00 | |
| TOTAL CURRENT LIABILITIES, | | | 247,897 50 |
| Profit and loss balance (surplus), | | | 83,684 82 |
| TOTAL, | | | \$6,501,582 32 |
| | | | |
| PROPERTY ACCOUNTS. | | | |
| Expenditures charged to property accounts: stock of Boston & Providence Railroad Corporation (transferred from sinking and other special funds), | | | \$10,090 00 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | | \$10,090 00 |
| | | | |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | | \$4,000,000 00 | |
| Capital stock authorized by votes of company, | | 4,000,000 00 | |
| Capital stock issued and outstanding, | | | \$4,000,000 00 |
| Number of shares issued and outstanding, | | 40,000 | |
| Number of stockholders, | | 1,632 | |
| Number of stockholders in Massachusetts, | | 1,308 | |
| Amount of stock held in Massachusetts, | | \$3,390,900 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|------------------------|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| Plain bonds, | 4 | July 1, 1918, . | \$2,170,000 00 | \$87,040 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|---|---------|-------------------|
| | Miles. | Miles. |
| Length of main line, | 41.890 | 38.700 |
| Length of branch line, | 21.140 | 16.580 |
| TOTAL LENGTH OF LINE OWNED,* | 63.030 | 55.280 |
| Length of second track, | 54.980 | 51.790 |
| Length of third track, | 12.880 | 10.730 |
| Length of fourth track, | 12.880 | 10.730 |
| Length of side track, etc., | 94.920 | 70.470 |
| TOTAL LENGTH OF TRACK OWNED,* | 238.690 | 199.000 |

GENERAL REMARKS AND EXPLANATIONS.

The Boston & Providence Railroad Corporation has conveyed to the New York, New Haven & Hartford Railroad Company certain real estate in Boston, for which the latter company has been charged the sum of \$5,120,000, and against this charge the New York, New Haven & Hartford Railroad Company has charged this corporation a larger amount for improvements and additions as provided in the lease and in accordance with an agreement dated May 4, 1904. The Boston & Providence Railroad Corporation has not yet admitted the correctness of all the charges against it, and therefore no final adjustment of the account has been made. The Boston & Providence Railroad Corporation has also sold certain lands in Boston for the sum of \$282,260, which amount has been paid to the New York, New Haven & Hartford Railroad Company, lessee, for improvements and additions under the lease.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & PROVIDENCE RAILROAD CORPORATION,
425 SOUTH TERMINAL STATION, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Royal C. Taft, *President*, Providence, R. I. Geo. B. Phippen, *Treasurer and Clerk of Corporation*, 425 South Terminal Station, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Royal C. Taft, Providence, R. I. Charles P. Bowditch, Boston, Mass. Philip Dexter, Boston, Mass. Robert I. Gammell, Providence, R. I. George A. Gardner, Boston, Mass. John C. Gray, Boston, Mass. Robert H. Stevenson, Boston, Mass.

* Including only one-half the length of joint tracks between Providence station and Boston switch, so called, all in Rhode Island, viz.: 5.000 miles of first or single track; 5.000 miles of second track; 4.300 miles of third track; 4.300 miles of fourth track; and 10.120 miles of sidings; these distances being the total length.

RETURN

OF THE

BOSTON, REVERE BEACH & LYNN RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

[A narrow-gauge road.]

| GENERAL EXHIBIT FOR THE YEAR. | | |
|---|-------------|--------------|
| Gross earnings from operation, | | \$636,204 26 |
| Operating expenses, | | 576,147 77 |
| NET EARNINGS FROM OPERATION, | | \$60,056 49 |
| Miscellaneous income, less expense of collecting: sale of old materials, rents, etc., | | 18,383 94 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | | \$78,440 43 |
| Charges upon income accrued during the year: | | |
| Interest on funded debt, | \$39,695 00 | |
| Interest and discount on unfunded debts and loans, | 10,432 92 | |
| Taxes, | 10,250 20 | |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | | 60,378 12 |
| NET DIVISIBLE INCOME, | | \$18,062 31 |
| Dividends declared during the year payable on:— | | |
| January 1, 1905, 1 per cent on \$850,000, | \$8,500 00 | |
| July 1, 1905, 1 per cent on \$850,000, | 8,500 00 | |
| TOTAL DIVIDENDS DECLARED, | | 17,000 00 |
| Surplus for the year ending June 30, 1905, | | \$1,062 31 |
| Amount of surplus June 30, 1904, | | 59,432 89 |
| TOTAL SURPLUS JUNE 30, 1905, | | \$60,494 70 |

EARNINGS FROM OPERATION.

| DEPARTMENT OF SERVICE. | Gross Receipts. | Deductions. | Earnings. |
|---|-----------------|-------------|--------------|
| Passenger service: | | | |
| Gross receipts from passengers, | \$671,237 06 | | |
| Deductions: | | | |
| Excess fares refunded, | | \$35,032 80 | |
| NET REVENUE FROM PASSENGERS, | | | \$636,204 26 |
| GROSS EARNINGS FROM OPERATION, | | | \$636,204 26 |

EXPENSES OF OPERATION.

| | |
|--|---------------------|
| General expenses : | |
| Salaries of general officers, | \$9,520 00 |
| Salaries of clerks and attendants, | 6,536 31 |
| General office expenses and supplies, | 4,384 22 |
| Insurance, | 23,017 47 |
| Law expenses, | 3,796 55 |
| Stationery and printing (general offices), | 1,788 16 |
| TOTAL, | \$49,042 71 |
| Maintenance of way and structures : | |
| Repairs of roadway, | \$36,751 87 |
| Renewals of rails, | 13,694 36 |
| Renewals of ties, | 5,578 25 |
| Repairs and renewals of bridges and culverts, | 1,790 12 |
| Repairs and renewals of fences, road crossings, signs and cattle guards, | 565 47 |
| Repairs and renewals of buildings and fixtures, | 12,855 64 |
| TOTAL, | \$71,235 71 |
| Maintenance of equipment : | |
| Repairs and renewals of locomotives, | \$32,652 06 |
| Repairs and renewals of passenger cars, | 34,016 80 |
| Repairs and renewals of marine equipment, | 53,243 44 |
| TOTAL, | \$119,912 30 |
| Conducting transportation : | |
| Engine and roundhouse men, | \$47,218 30 |
| Fuel for locomotives, | 46,202 70 |
| Water supply for locomotives, | 7,575 32 |
| Oil, tallow and waste and other supplies for locomotives, | 2,794 24 |
| Train service, | 82,466 70 |
| Train supplies and expenses, | 6,973 54 |
| Switchmen, flagmen and watchmen, | 29,817 30 |
| Telegraph expenses, | 2,546 79 |
| Station service, | 39,843 20 |
| Station supplies, | 17,450 25 |
| Loss and damage, | 415 50 |
| Injuries to persons, | 5,468 26 |
| Operating marine equipment, | 43,444 40 |
| Advertising, | 1,740 55 |
| Stationery and printing, | 2,000 00 |
| TOTAL, | \$335,957 05 |
| Recapitulation : | |
| General expenses, | \$49,042 71 |
| Maintenance of way and structures, | 71,235 71 |
| Maintenance of equipment, | 119,912 30 |
| Conducting transportation, | 335,957 05 |
| TOTAL OPERATING EXPENSES, | \$576,147 77 |
| Percentage of operating expenses to gross earnings, | 90.56 |

| GENERAL BALANCE SHEET JUNE 30, 1905. | |
|--|----------------|
| ASSETS. | DR. |
| Cost of road, | \$1,445,927 38 |
| Cost of equipment, | 389,434 89 |
| Lands, | 85,087 00 |
| TOTAL PERMANENT INVESTMENTS, | \$1,920,449 27 |
| Cash, | \$46,040 31 |
| Due from solvent companies and individuals, | 544 33 |
| Other cash assets, | 188,705 94 |
| TOTAL CASH AND CURRENT ASSETS, | 230,290 58 |
| Materials and supplies, | 21,284 21 |
| TOTAL, | \$2,172,024 06 |
| LIABILITIES. | CR. |
| Capital stock, | \$850,000 00 |
| Funded debt, | 850,000 00 |
| Current liabilities: | |
| Loans and notes payable, | \$285,000 00 |
| Audited vouchers and accounts, | 38,828 31 |
| Dividends not called for, | 42 00 |
| Miscellaneous current liabilities, | 29,159 05 |
| TOTAL CURRENT LIABILITIES, | 353,029 36 |
| Accrued liabilities: dividend due July 1, 1905, | 8,500 00 |
| Sinking and other special funds: injury fund, | 50,000 00 |
| Profit and loss balance (surplus), | 60,494 70 |
| TOTAL, | \$2,172,024 06 |
| PROPERTY ACCOUNTS. | |
| Additions to equipment: 3 ferry boats transferred from other property account, | \$131,000 00 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): 3 ferry boats transferred to equipment account, | \$131,000 00 |
| CAPITAL STOCK. | |
| Capital stock authorized by law, | \$1,125,000 00 |
| Capital stock authorized by votes of company, | 1,125,000 00 |
| Capital stock issued and outstanding, | \$850,000 00 |
| Number of shares issued and outstanding, | 8,500 |
| Number of stockholders, | 236 |
| Number of stockholders in Massachusetts, | 216 |
| Amount of stock held in Massachusetts, | \$836,600 00 |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|------------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| Mortgage bonds, | Per Cent. 4½ | July 15, 1927, | \$561,000 00 | \$25,245 00 |
| Mortgage bonds, Winthrop Branch, . | 5 | Sept. 1, 1906, | 289,000 00 | 14,450 00 |
| TOTALS, | . . . | | \$850,000 00 | \$39,695 00 |

SINKING AND OTHER SPECIAL FUNDS.

| | | | |
|---|--|--|-------------|
| <i>Injury Fund.</i> | | | |
| Amount of injury fund, June 30, 1904, | | | \$35,000 00 |
| Additions during the year, | | | 15,000 00 |
| TOTAL INJURY FUND JUNE 30, 1905, | | | \$50,000 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------------|
| Passenger traffic: | |
| Number of passengers carried paying revenue, | 10,395,563 |
| Number of passengers carried one mile, | 60,817,256 |
| Number of passengers carried one mile per mile of road operated, | 4,607,367 |
| Average length of journey per passenger, | 5.850 miles. |
| Average amount received per passenger per mile carried, . | 1.046 cents. |
| Passenger earnings (gross) per mile of road operated, . | \$48,197 29 |
| Passenger earnings (gross) per passenger-train mile run, . | 89 340 cents. |
| Operating expenses: | |
| Operating expenses per mile of road operated, | \$43,647 55 |
| Operating expenses per revenue-train mile run, | 80.907 cents. |
| Train mileage: | |
| Miles run by passenger trains, | 712,109 |
| Miles run by construction and other trains, | 3,194 |
| Total train mileage, | 715,303 |
| Fares and freights: | |
| Average rate of fare per mile received for local and trip tickets, | 1.046 cents. |
| Passengers to and from Boston: | |
| Number of passengers to Boston (estimated), | 4,331,485 |
| Number of passengers from Boston (estimated), | 4,331,485 |
| Employees: | |
| Average number of persons employed, | 420 |

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED AND OPERATED. | Total. | In Massachusetts. |
|--|-----------------|-------------------|
| Length of main line, | Miles. 8.800 | Miles. 8.800 |
| Length of branch line, | 4.400 | 4.400 |
| TOTAL LENGTH OF LINE OWNED, | 13.200 | 13.200 |
| Length of second track, | 13.200 | 13.200 |
| Length of side track, etc., | 4.100 | 4.100 |
| TOTAL LENGTH OF TRACK OWNED, | 30.500 | 30.500 |

DESCRIPTION OF EQUIPMENT.

| ROLLING STOCK. | Number Owned. | Equipped with Power Driving-wheel Brakes. | Equipped with Power Train Brakes. | Equipped with Automatic Couplers. | Maximum Weight. | Average Weight. | Name of Coupler Used. |
|--|---------------|---|-----------------------------------|-----------------------------------|-----------------|-----------------|-----------------------|
| LOCOMOTIVES. | | | | | Lbs. | Lbs. | |
| Passenger, | 16 | 16 | - | - | 76,000 | 76,000 | - |
| CARS — PASSENGER SERVICE. | | | | | | | |
| Passenger cars, | 66 | - | 66 | 66 | - | - | Miller. |
| Combination cars, | 13 | - | 13 | 13 | - | - | - |
| TOTAL, | 79 | - | 79 | 79 | - | - | |
| CARS — COMPANY'S SERVICE. | | | | | | | |
| Gravel cars, | 12 | - | - | - | - | - | - |
| Other cars in company's service, | 6 | - | 2 | 2 | - | - | Miller. |
| TOTAL, | 18 | - | 2 | 2 | - | - | |

Number of 8-wheel cars in passenger service with brakes for *all* wheels, 79

RAILROAD CROSSINGS IN MASSACHUSETTS.

| | |
|--|--------------|
| <i>Crossings with Highways.</i> | |
| Number of crossings of railroad with highways at grade, . | 11 |
| Number of highway grade crossings protected by gates, . | 6 |
| Number of highway grade crossings protected by flagmen, . | 5 |
| Number of highway bridges less than 18 feet above track, . | 12 |
| Height of lowest highway bridge above track, . | 12 ft. 6 in. |

Total length of pile and trestle bridging, 5,115 feet.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | IN MASSACHUSETTS. | | | | | | TOTAL ON ALL LINES OPERATED. | |
|---------------------------|---|----------|--|----------|---------|----------|------------------------------------|----------|
| | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | | | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, . | - | 3 | - | 16 | - | 19 | - | 19 |
| Employers, . | - | 1 | 1 | 6 | 1 | 7 | 1 | 7 |
| Other persons, | - | - | - | 2 | - | 2 | - | 2 |
| TOTALS, . | - | 4 | 1 | 24 | 1 | 28 | 1 | 28 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON, REVERE BEACH & LYNN RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Melvin O. Adams, *President*, Boston, Mass. John A. Fenno, *Treasurer and Superintendent*, Boston, Mass. Henry L. Hoyt, *General Passenger Agent*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Melvin O. Adams, Boston, Mass. Henry F. Hurlburt, Boston, Mass. William S. Spaulding, Beverly, Mass. Karl Adams, Boston, Mass. John A. Fenno, Newton, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

MELVIN O. ADAMS,
WILLIAM S. SPAULDING,
JOHN A. FENNO,
KARL ADAMS,
JOHN A. FENNO, *Directors.*
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Aug. 23, 1905. Then personally appeared the above John A. Fenno, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

MELVIN O. ADAMS,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Aug. 25, 1905. Then personally appeared the above-named Melvin O. Adams, William S. Spaulding and Karl Adams, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN A. FENNO,

Justice of the Peace.

RETURN

OF THE

CAPE ANN GRANITE RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|------------|
| Gross earnings from operation, | \$5,842 10 |
| Operating expenses, | 5,339 47 |
| NET EARNINGS FROM OPERATION, | \$502 63 |
| Charges upon income accrued during the year: taxes, . . . | 201 35 |
| Surplus for the year ending June 30, 1905, | \$301 28 |
| Amount of deficit June 30, 1904, | 293 36 |
| TOTAL SURPLUS JUNE 30, 1905, | \$7 92 |
| EARNINGS FROM OPERATION. | |
| Freight service: gross receipts from freight, | \$5,842 10 |
| GROSS EARNINGS FROM OPERATION, | \$5,842 10 |
| EXPENSES OF OPERATION. | |
| General expenses: insurance, | \$37 50 |
| Maintenance of way and structures: renewals of ties, . . . | \$178 65 |
| Maintenance of equipment: repairs and renewals of locomotives, | \$2,375 23 |
| Conducting transportation: | |
| Engine and roundhouse men, | \$524 19 |
| Fuel for locomotives, | 1,131 46 |
| Oil, tallow and waste for locomotives, | 43 65 |
| Train service, | 432 00 |
| Switchmen, flagmen and watchmen, | 216 00 |
| Other expenses of conducting transportation: wharfage, . . | 400 79 |
| TOTAL, | \$2,748 09 |

| | |
|---|-------------------|
| Recapitulation: | |
| General expenses, | \$37 50 |
| Maintenance of way and structures, | 178 65 |
| Maintenance of equipment, | 2,375 23 |
| Conducting transportation, | 2,748 09 |
| TOTAL OPERATING EXPENSES, | \$5,339 47 |
| Percentage of operating expenses to gross earnings, | .913+ |

GENERAL BALANCE SHEET JUNE 30, 1905.

| ASSETS. | | DR. |
|---|--|--------------------|
| Cost of road, | | \$22,381 63 |
| Cost of equipment, | | 10,500 00 |
| TOTAL, | | \$32,881 63 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$20,000 00 |
| Current liabilities: loans and notes payable, | | 12,873 71 |
| Profit and loss balance (surplus), | | 7 92 |
| TOTAL, | | \$32,881 63 |

CAPITAL STOCK.

| | | |
|---|-------------|-------------|
| Capital stock authorized by law, | \$20,000 00 | |
| Capital stock authorized by votes of company, | 20,000 00 | |
| Capital stock issued and outstanding, | | \$20,000 00 |
| Number of shares issued and outstanding, | 200 | |
| Number of stockholders, | 6 | |
| Number of stockholders in Massachusetts, | 6 | |
| Amount of stock held in Massachusetts, | \$20,000 00 | |

VOLUME OF TRAFFIC, ETC.

| | |
|---|--------|
| Freight traffic: | |
| Number of tons of freight hauled earning revenue, | 27,548 |
| Number of tons of freight hauled one mile, | 39,559 |
| Train mileage: | |
| Miles run by freight trains, | 2,227 |
| Total mileage of trains earning revenue, | 2,227 |
| Employees: | |
| Average number of persons employed, | 4 |

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report)

| RAILROAD OWNED AND OPERATED. | Total. | In Massa- chusetts. |
|---|-----------------|------------------------|
| Length of main line, | Miles. 1.436 | Miles. 1.436 |
| Length of side track, etc., | .781 | .781 |
| TOTAL LENGTH OF TRACK OWNED, | 2.217 | 2.217 |

DESCRIPTION OF EQUIPMENT.

| ROLLING STOCK. | Number Owned. | Equipped with Power Driving-wheel Brakes. | Maximum Weight. | Average Weight. |
|-------------------------|---------------|---|-----------------|-----------------|
| LOCOMOTIVES. | | | | |
| Freight, | 1 | 1 | Lbs. 60,000 | Lbs. 60,000 |
| CARS — FREIGHT SERVICE. | | | | |
| Flat cars, | 15 | - | - | - |

RAILROAD CROSSINGS IN MASSACHUSETTS.

| | |
|---|---|
| <i>Crossings with Highways.</i> | |
| Number of crossings of railroad with highways at grade, . | 2 |
| Number of highway grade crossings protected by gates, . | 1 |
| Number of highway grade crossings protected by flagmen, . | 1 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CAPE ANN GRANITE RAILROAD COMPANY,
50 CONGRESS STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry M. Whitney, *President*, 50 Congress Street, Boston, Mass. Grenville D. Braman, *Treasurer*, 50 Congress Street, Boston, Mass. Marquis F. Dickinson, *Clerk of Corporation*, 50 Congress Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry M. Whitney, Brookline, Mass. Grenville D. Braman, Cohasset, Mass. Marquis F. Dickinson, Brookline, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

HENRY M. WHITNEY,
GRENVILLE D. BRAMAN,
M. F. DICKINSON,
Directors.
GRENVILLE D. BRAMAN,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. SEPT. 5, 1905. Then personally appeared the above-named Henry M. Whitney, Grenville D. Braman and Marquis F. Dickinson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

THOMAS E. ROTHWELL,
Notary Public.

RETURN OF THE CHATHAM RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

[Leased to and operated by the New York, New Haven & Hartford.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|--------------|
| Rental received from lease of road, | \$3,750 79 |
| Interest received on bonds owned: Greenfield, Deerfield & Northampton Street Railway Company, | 50 00 |
| Income from other sources: | |
| Store rental, | \$100 00 |
| Cape Cod Five Cents Savings Bank, | 35 42 |
| Willey Savings Bank, | 8 08 |
| | 143 50 |
| GROSS INCOME, | \$3,944 29 |
| Expenses and charges upon income accrued during the year: | |
| Salaries and maintenance of organization, | \$133 43 |
| Interest on funded debt, | 1,020 00 |
| Taxes, | 141 68 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | 1,295 11 |
| NET DIVISIBLE INCOME, | \$2,649 18 |
| Dividends declared (2 per cent), | 1,364 00 |
| Surplus for the year ending June 30, 1905, | \$1,285 18 |
| Amount of surplus June 30, 1904, | 17,331 55 |
| TOTAL SURPLUS JUNE 30, 1905, | \$18,616 73 |
| GENERAL BALANCE SHEET JUNE 30, 1905. | |
| ASSETS. | DR. |
| Cost of road, | \$98,435 58 |
| Bonds of Chatham Railroad Company, | 1,000 00 |
| Other permanent property: one store, | 1,055 55 |
| TOTAL PERMANENT INVESTMENTS, | \$100,491 13 |

| | | |
|--|-------------|---------------------|
| Cash, | \$2,342 46 | |
| Bills receivable, | 1,153 14 | |
| TOTAL CASH AND CURRENT ASSETS, | | \$3,495 60 |
| TOTAL, | | \$103,986 73 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$68,200 00 |
| Funded debt, | | 17,000 00 |
| Accrued liabilities: interest accrued and not yet due, | | 170 00 |
| Profit and loss balance (surplus), | | 18,616 73 |
| TOTAL, | | \$103,986 73 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$70,000 00 | |
| Capital stock authorized by votes of company, | 85,000 00 | |
| Capital stock issued and outstanding, | | \$68,200 00 |
| Number of shares issued and outstanding, | 682 | |
| Number of stockholders, | 126 | |
| Number of stockholders in Massachusetts, | 111 | |
| Amount of stock held in Massachusetts, | \$62,100 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 6 | Nov. 1, 1907, | \$17,000 00 | \$1,020 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|---|-----------------|-------------------|
| Length of main line, | Miles. 7.070 | Miles. 7.070 |
| Length of side track, etc., | .990 | .990 |
| TOTAL LENGTH OF TRACK OWNED, | 8.060 | 8.060 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CHATHAM RAILROAD COMPANY,

CHATHAM, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Osborn Nickerson, *President*, Chathamport, Mass. Charles Bassett, *Treasurer and Clerk of Corporation*, South Chatham, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Osborn Nickerson, Chathamport, Mass. Oliver E. Eldredge, Chatham, Mass. Daniel W. Nickerson, Chatham, Mass. Cyrus S. Kent, Chatham, Mass. Marcus W. Howard, Chatham, Mass. Alvin Z. Atkins, North Chatham, Mass. Clarendon A. Freeman, North Chatham, Mass. Meriton E. Nickerson, South Chatham, Mass. Charles Bassett, South Chatham, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

OSBORN NICKERSON,
OLIVER E. ELDREDGE,
ALVIN Z. ATKINS,
C. S. KENT,
C. A. FREEMAN,
Directors.
CHARLES BASSETT,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BARNSTABLE, SS. CHATHAM, Aug. 8, 1905. Then personally appeared the above-named Osborn Nickerson, Oliver E. Eldredge, Alvin Z. Atkins, C. S. Kent, C. A. Freeman and Charles Bassett, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOSHUA A. NICKERSON,
Justice of the Peace.

RETURN

OF THE

CHESTER & BECKET RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

[Leased to and operated by the Boston & Albany (New York Central & Hudson River, lessee).]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Rental received from lease of road, | \$318 44 |
| Expenses and charges upon income accrued during the year: | |
| Salaries and maintenance of organization, | \$6 80 |
| Interest on funded debt, | 2,500 00 |
| Interest and discount on unfunded debts and loans, | 1,789 91 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | 4,296 71 |
| Deficit for the year ending June 30, 1905, | \$3,978 27 |
| Amount of deficit June 30, 1904, | 25,357 21 |
| TOTAL DEFICIT JUNE 30, 1905, | \$29,335 48 |

| GENERAL BALANCE SHEET JUNE 30, 1905. | |
|---|--------------|
| ASSETS. | DR. |
| Cost of road, | \$136,893 98 |
| Cash, | 16 75 |
| Profit and loss balance (deficit), | 29,335 48 |
| TOTAL, | \$166,246 21 |
| LIABILITIES. | CR |
| Capital stock, | \$50,000 00 |
| Funded debt, | 50,000 00 |
| Current liabilities: | |
| Loans and notes payable, | \$35,445 43 |
| Matured interest coupons unpaid (including coupons due July 1), | 17,500 00 |
| Miscellaneous current liabilities: interest on notes payable, | 13,300 78 |
| TOTAL CURRENT LIABILITIES, | 66,246 21 |
| TOTAL, | \$166,246 21 |

| CAPITAL STOCK. | | | |
|---|----------|----|-------------|
| Capital stock authorized by law, | \$50,000 | 00 | |
| Capital stock authorized by votes of company, | 50,000 | 00 | |
| Capital stock issued and outstanding, | | | \$50,000 00 |
| Number of shares issued and outstanding, | 500 | | |
| Number of stockholders, | 16 | | |
| Number of stockholders in Massachusetts, | 4 | | |
| Amount of stock held in Massachusetts, | \$13,400 | 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 5 | July 1, 1917, | \$50,000 00 | - |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|--|-----------------|-------------------|
| Length of main line, | Miles. 5.270 | Miles. 5.270 |
| Length of side track, etc., | 2.190 | 2.190 |
| TOTAL LENGTH OF TRACK OWNED, | 7.460 | 7.460 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CHESTER & BECKET RAILROAD COMPANY,

SOUTH STATION, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James A. Rumrill, *President*, Springfield, Mass. Frank H. Ratcliffe, *Treasurer and Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Chester W. Bliss, Springfield, Mass. Frederic J. Collier, Hudson, N. Y. Zenas Crane, Dalton, Mass. Edward D. Hayden, Woburn, Mass. William J. Harder, Jr., Hudson, N. Y. Frank H. Ratcliffe, Newton, Mass. James A. Rumrill, Springfield, Mass. Stephen Salisbury, Worcester, Mass. Smith Thompson, Hudson, N. Y.

We hereby certify that the statements contained in the foregoing return are full, just and true.

EDWARD D. HAYDEN,
J. A. RUMRILL,
STEPHEN SALISBURY,
FRANK H. RATCLIFFE,

Directors.

F. H. RATCLIFFE,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 27, 1905. Then personally appeared the above-named Edward D. Hayden, J. A. Rumrill, Stephen Salisbury and Frank H. Ratcliffe, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK I. JAQUITH,
Notary Public.

RETURN

OF THE

CONNECTICUT RIVER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

[Leased to and operated by the Boston & Maine.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-----------------------|
| Rental received from lease of road, | \$349,065 00 |
| Expenses and charges upon income accrued during the year: | |
| Salaries and maintenance of organization, | \$2,000 00 |
| Interest on funded debt, | 84,065 00 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | 86,065 00 |
| NET DIVISIBLE INCOME, | \$263,000 00 |
| Dividends declared (10 per cent), | \$263,000 00 |
| Amount of deficit June 30, 1904, | \$193,884 84 |
| TOTAL DEFICIT JUNE 30, 1905, | \$193,884 84 |
| GENERAL BALANCE SHEET JUNE 30, 1905. | |
| ASSETS. | DR. |
| Cost of road, | \$3,597,366 50 |
| Cost of equipment, | 455,977 66 |
| Lands in Chicopee and Brightwood, | \$39,175 00 |
| Lands in Greenfield, | 75 00 |
| | 39,250 00 |
| Stock of Vermont Valley R.R. Co. of 1871, | \$579,220 00 |
| Stock of Hampden Park, | 23,987 50 |
| | 603,207 50 |
| TOTAL PERMANENT INVESTMENTS, | \$4,695,801 66 |
| Cash, | \$26,856 53 |
| Due from solvent companies and individuals, | 159,552 89 |
| TOTAL CASH AND CURRENT ASSETS, | 186,409 42 |
| Profit and loss balance (deficit), | 193,884 84 |
| TOTAL, | \$5,076,095 92 |

| LIABILITIES. | | CR. | |
|--|--|----------------|----------------|
| Capital stock, | | | \$2,630,000 00 |
| Funded debt, | | | 2,262,050 00 |
| Current liabilities: | | | |
| Dividends not called for, | | \$430 00 | |
| Matured interest coupons unpaid (including coupons due July 1), | | 22,774 50 | |
| Miscellaneous current liabilities: Boston & Maine R.R., | | 146,906 05 | |
| TOTAL CURRENT LIABILITIES, | | | 170,110 55 |
| Accrued liabilities: interest accrued and not yet due, . . . | | | 13,333 34 |
| Sinking and other special funds: fund for corporation ex- penses, | | | 602 03 |
| TOTAL, | | | \$5,076,095 92 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | | \$2,670,000 00 | |
| Capital stock authorized by votes of company, | | 2,630,000 00 | |
| Capital stock issued and outstanding, | | | \$2,630,000 00 |
| Number of shares issued and outstanding, | | 26,300 | |
| Number of stockholders, | | 967 | |
| Number of stockholders in Massachusetts, | | 741 | |
| Amount of stock held in Massachusetts, | | \$1,889,125 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--------------------------------|----------------------|----------------------|------------------------|--------------------------------------|
| | Per Cent. | | | |
| Scrip 10-year bonds, | 4 | Jan. 1, 1903, | \$3,050 00 | \$324 00 |
| Gold 50-year bonds, | 4 | Sept. 1, 1943, | 1,000,000 00 | 40,000 00 |
| Gold 20-year bonds, | 3½ | Jan. 1, 1921, | 290,000 00 | 10,150 00 |
| Gold 20-year bonds, | 3½ | Jan. 1, 1923, | 969,000 00 | 33,915 00 |
| TOTALS, | | | \$2,262,050 00 | \$84,389 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report)

| RAILROAD OWNED. | Total. | In Massa- chusetts. |
|--|---------|------------------------|
| | Miles. | Miles. |
| Length of main line, | 74.000 | 50.080 |
| Length of branch line, | 5.850 | 5.850 |
| TOTAL LENGTH OF LINE OWNED, | 79.850 | 55.930 |
| Length of second track, | 36.000 | 36.000 |
| Length of third track, | .800 | .800 |
| Length of side track, etc., | 64.460 | 57.380 |
| TOTAL LENGTH OF TRACK OWNED, | 181.110 | 150.110 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CONNECTICUT RIVER RAILROAD COMPANY,
SPRINGFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William Whiting, *President*, Holyoke, Mass. George R. Yerrall, *Treasurer*
and Clerk of Corporation, Springfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William Whiting, Holyoke, Mass. Oscar Edwards, Northampton, Mass.
James H. Williams, Bellows Falls, Vt. John H. Albin, Concord, N. H. Ed-
mund P. Kendrick, Springfield, Mass. Seth H. Richards, Newport, N. H.
Lucius Tuttle, Boston, Mass. William W. McClench, Springfield, Mass.
George B. Holbrook, Springfield, Mass. Joseph W. Stevens, Greenfield,
Mass.

We hereby certify that the statements contained in the foregoing return are
full, just and true.

WILLIAM WHITING,
OSCAR EDWARDS,
EDMUND P. KENDRICK,
JOSEPH W. STEVENS,
WM. W. MCCLENCH,

Directors.

GEORGE R. YERRALL,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. AUG. 28, 1905. Then personally appeared the above-named
William Whiting, Oscar Edwards, Edmund P. Kendrick, Joseph W. Stevens,
Wm. W. McClench and George R. Yerrall, and severally made oath that the
foregoing certificate by them subscribed is, to the best of their knowledge and
belief, true.

Before me,

STUART M. ROBSON,

Justice of the Peace.

RETURN

OF THE

DANVERS RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

[Leased to and operated by the Boston & Maine. Its operations are included in the return of that road, being so intimately connected that separate accounts are not kept.]

| GENERAL BALANCE SHEET JUNE 30, 1905. | | | | |
|---|---|---|--------------|--------------|
| ASSETS. | | | DR. | |
| Cost of road, | . | . | . | \$239,678 15 |
| TOTAL, | . | . | . | \$239,678 15 |
| LIABILITIES. | | | CR. | |
| Capital stock, | . | . | . | \$67,500 00 |
| Funded debt, | . | . | . | 125,000 00 |
| Current liabilities: due Boston & Maine Railroad, | . | . | . | 25,000 00 |
| Profit and loss balance (surplus), | . | . | . | 22,178 15 |
| TOTAL, | . | . | . | \$239,678 15 |
| CAPITAL STOCK. | | | | |
| Capital stock authorized by law, | . | . | \$100,000 00 | |
| Capital stock authorized by votes of company, | . | . | 100,000 00 | |
| Capital stock issued and outstanding, | . | . | . | \$58,300 00 |
| Amount paid in on shares not yet issued, | . | . | . | 9,200 00 |
| TOTAL CAPITAL STOCK LIABILITY, | . | . | . | \$67,500 00 |
| Number of shares issued and outstanding, | . | . | 583 | |
| Number of stockholders, | . | . | 20 | |
| Number of stockholders in Massachusetts, | . | . | 20 | |
| Amount of stock held in Massachusetts, | . | . | \$67,500 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|-----------------------|-------------------|-------------------|---------------------|--------------------------------|
| Coupon bonds, | Per Cent. 6 | March 1, 1875, | \$125,000 00 | - |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massa- chusetts. |
|--|-----------------|------------------------|
| Length of main line, | Miles. 9.260 | Miles. 9.260 |
| Length of side track, etc., | 2.050 | 2.050 |
| TOTAL LENGTH OF TRACK OWNED, | 11.310 | 11.310 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

DANVERS RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Lucius Tuttle, *President*, Boston, Mass. Herbert E. Fisher, *Treasurer*, Boston, Mass. William B. Lawrence, *Clerk of Corporation*, Boston, Mass. William J. Hobbs, *Auditor*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Lucius Tuttle, Boston, Mass. Samuel C. Lawrence, Medford, Mass. Walter Hunnewell, Wellesley, Mass. Henry M. Whitney, Brookline, Mass. Henry R. Reed (died March 14, 1905). Joseph H. White, Brookline, Mass. William J. Hobbs, Malden, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

LUCIUS TUTTLE,
SAMUEL C. LAWRENCE,
RICHARD OLNEY,
HENRY M. WHITNEY,
WM. J. HOBBS,
JOSEPH H. WHITE,
Directors.
HERBERT E. FISHER,
Treasurer.
WM. J. HOBBS,
Auditor.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, July 27, 1905. Then personally appeared the above-named Lucius Tuttle, Samuel C. Lawrence, Henry M. Whitney, Joseph H. White, William J. Hobbs and Richard Olney, directors, Herbert E. Fisher, treasurer, and William J. Hobbs, auditor, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM B. LAWRENCE,
Justice of the Peace.

RETURN

OF THE

FITCHBURG RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

[Leased to and operated by the Boston & Maine.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|------------------------|
| Rental received from lease of road, | \$1,809,006 68 |
| Income from other sources: interest on bank deposit, | 436 86 |
| GROSS INCOME, | \$1,809,443 54 |
| Expenses and charges upon income accrued during the year: | |
| Salaries and maintenance of organization, | \$7,188 43 |
| Interest on funded debt, | 812,328 34 |
| Interest and discount on unfunded debts and loans, | 121,678 34 |
| Other expenses and charges upon income: contingent fund, | 248 43 |
| TOTAL EXPENSES AND CHARGES UPON INCOME,* | 941,443 54 |
| NET DIVISIBLE INCOME, | \$868,000 00 |
| Dividends declared (5 per cent on preferred stock), | \$868,000 00 |
| Amount of surplus June 30, 1904, | \$731,155 49 |
| Debits to profit and loss account during the year: net disbursement account of business prior to July 1, 1900, | 1,097 57 |
| TOTAL SURPLUS JUNE 30, 1905, | \$730,057 92 |
| GENERAL BALANCE SHEET JUNE 30, 1905. | |
| ASSETS. | DR. |
| Cost of road, | \$40,192,401 24 |
| Cost of equipment, | 3,828,354 47 |
| Stock of Fitchburg R.R. Co., common, | \$305,907 62 |
| Stock of J. P. Squire & Co., | 16,065 08 |
| Stock of Winsor & Co., | 1,450 00 |
| | 323,422 70 |
| Other permanent property: improvements, | 2,240,750 56 |
| TOTAL PERMANENT INVESTMENTS, | \$46,584,928 97 |

* Rentals paid by Boston & Maine R.R. account Fitchburg R.R. to Vermont & Massachusetts R.R., \$221,600; Troy & Bennington R.R., \$15,400.

| | | |
|---|----------------|------------------------|
| Cash, | \$12,383 17 | |
| Rental accrued not due, | 278,741 21 | |
| Due from solvent companies and individuals, | 60,805 00 | |
| TOTAL CASH AND CURRENT ASSETS, | | \$351,929 38 |
| Other assets and property: | | |
| Boston & Maine R.R., lessee, | \$936,034 06 | |
| Boston & Maine R.R. lease improvement account, | 50,107 02 | |
| TOTAL MISCELLANEOUS ASSETS, | | 986,141 08 |
| TOTAL, | | \$47,922,999 43 |
| LIABILITIES. | | Cr. |
| Capital stock, common, | \$7,000,000 00 | |
| Capital stock, preferred, | 17,360,000 00 | |
| TOTAL CAPITAL STOCK, | | \$24,360,000 00 |
| Funded debt, | | 22,174,000 00 |
| Current liabilities: | | |
| Audited vouchers and accounts, | \$35,132 32 | |
| Dividends not called for, | 1,369 50 | |
| Matured interest coupons unpaid (including coupons due July 1), | 63,647 50 | |
| TOTAL CURRENT LIABILITIES, | | 100,149 32 |
| Accrued liabilities: | | |
| Interest accrued and not yet due, | \$219,926 21 | |
| Rentals accrued and not yet due, | 58,815 00 | |
| Miscellaneous accrued liabilities: Boston, Barre & Gardner R.R. stockholders, | 130 00 | |
| TOTAL ACCRUED LIABILITIES, | | 278,871 21 |
| Premium on bonds sold, | | 279,920 98 |
| Profit and loss balance (surplus), | | 730,057 92 |
| TOTAL, | | \$47,922,999 43 |
| PROPERTY ACCOUNTS. | | |
| Additions to construction account: | | |
| Superstructure, including rails, | \$1,347 48 | |
| Lands, land damages and fences, | 3,256 00 | |
| Passenger and freight stations, coal sheds and water stations, and engine-houses, car houses and turn-tables, | 11,862 37 | |
| Elimination of grade crossings, | 44,912 38 | |
| Other additions to construction account: | | |
| Improvements, | 13,408 20 | |
| Sidings and yard extensions, | 688 80 | |
| Improvements in process — incomplete, | 10,505 12 | |
| TOTAL ADDITIONS TO CONSTRUCTION ACCOUNT, | | \$85,480 35 |
| Other expenditures charged to property accounts: stocks owned heretofore included in cash assets, | | 323,422 70 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$408,903 05 |

| | | |
|--|-----------------|-----------------|
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): | | |
| Property sold in Charlestown, | \$10,600 00 | |
| Property sold in Bellows Falls, | 850 00 | |
| Improvements (Fitchburg), | 22,698 00 | |
| Vermont & Massachusetts R.R. Co. bonds sold, | 772,000 00 | |
| TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . | | \$806,148 00 |
| NET DEDUCTIONS FROM PROPERTY ACCOUNTS FOR THE YEAR, | | \$397,244 95 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, common, . . | \$7,000,000 00 | |
| Capital stock authorized by law, preferred, . . | 17,360,000 00 | |
| Total capital stock authorized by law, . . . | \$24,360,000 00 | |
| Capital stock authorized by votes of company, common, | \$7,000,000 00 | |
| Capital stock authorized by votes of company, preferred, | 17,360,000 00 | |
| Total capital stock authorized by vote, . . . | \$24,360,000 00 | |
| Capital stock issued and outstanding, common, | | \$7,000,000 00 |
| Capital stock issued and outstanding, preferred, | | 17,360,000 00 |
| Total capital stock outstanding, | | \$24,360,000 00 |
| Number of shares issued and outstanding, common, | 70,000 | |
| Number of shares issued and outstanding, preferred, | 173,600 | |
| Total number of shares outstanding, ———— | 243,600 | |
| Number of stockholders, common, | 2 | |
| Number of stockholders, preferred, | 6,120 | |
| Total number of stockholders, | 6,122 | |
| Number of stockholders in Massachusetts, common, | 2 | |
| Number of stockholders in Massachusetts, preferred, | 4,855 | |
| Total stockholders in Massachusetts, ———— | 4,857 | |
| Amount of stock held in Massachusetts, common, | \$7,000,000 00 | |
| Amount of stock held in Massachusetts, preferred, | 15,162,600 00 | |
| Total stock held in Massachusetts, | \$22,162,600 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| Fitchburg Railroad Co. plain bonds, . | 5 | Oct. 1, 1901, | -* | \$75 00 |
| Fitchburg Railroad Co. plain bonds, . | 4 | March 1, 1904, | -* | 20 00 |
| Fitchburg Railroad Co. plain bonds, . | 5 | Nov. 1, 1903, | -* | 50 00 |
| Fitchburg Railroad Co. plain bonds, . | 4 | June 1, 1905, | \$7,000 00 | 20,560 00 |
| Fitchburg Railroad Co. plain bonds, . | 4 | Feb. 1, 1907, | 5,000,000 00 | 200,000 00 |
| Fitchburg Railroad Co. plain bonds, . | 4 | April 1, 1907, | 1,500,000 00 | 59,460 00 |
| Fitchburg Railroad Co. plain bonds, . | 5 | May 1, 1908, | 2,000,000 00 | 100,100 00 |
| Fitchburg Railroad Co. plain bonds, . | 4 | June 1, 1920, | 500,000 00 | 20,200 00 |
| Fitchburg Railroad Co. plain bonds, . | 4½ | May 1, 1914, | 500,000 00 | 22,545 00 |
| Fitchburg Railroad Co. plain bonds, . | 4 | March 1, 1915, | 1,359,000 00 | 54,540 00 |
| Fitchburg Railroad Co. plain bonds, . | 4 | July 1, 1916, | 500,000 00 | 20,260 00 |
| Fitchburg Railroad Co. plain bonds, . | 4 | March 1, 1927, | 2,750,000 00 | 109,540 00 |
| Fitchburg Railroad Co. plain bonds, . | 4 | Jan. 1, 1928, | 1,450,000 00 | 58,000 00 |
| Fitchburg Railroad Co. plain bonds, . | 3½ | Oct. 1, 1920, | 500,000 00 | 17,482 50 |
| Fitchburg Railroad Co. plain bonds, . | 3½ | Oct. 1, 1921, | 1,775,000 00 | 62,230 00 |
| Fitchburg Railroad Co. plain bonds, . | 4 | May 1, 1925, | 3,660,000 00 | - |
| Troy & Boston first mortgage bonds, | 7 | July 1, 1924, | 573,000 00 | 40,005 00 |
| Brookline & Pepperell Railroad plain bonds. | 5 | Dec. 1, 1911, | 100,000 00 | 5,025 00 |
| TOTALS, | | | \$22,174,000 00 | \$790,092 50 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|--|---------|-------------------|
| | Miles. | Miles. |
| Length of main line, | 249.050 | 104.420 |
| Length of branch line, | 145.090 | 83.840 |
| TOTAL LENGTH OF LINE OWNED, | 394.140 | 188.260 |
| Length of second track, | 127.220 | 100.630 |
| Length of third track, | 3.900 | 3.900 |
| Length of fourth track, | 2.020 | 2.020 |
| Length of side track, etc., | 253.890 | 151.490 |
| TOTAL LENGTH OF TRACK OWNED, | 781.170 | 446.300 |

* Matured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

FITCHBURG RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Moses Williams, *President*, Boston, Mass. Daniel A. Gleason, *Treasurer*, Boston, Mass. Paul Crocker, *Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Gordon Abbott, Manchester, Mass. Brigham N. Bullock, Fitchburg, Mass. Charles T. Crocker, Fitchburg, Mass. William H. Hollister, New York, N. Y. Charles Lowell, Boston, Mass. William E. Rice, Worcester, Mass. Joseph B. Russell, Cambridge, Mass. Francis Smith, Rockland, Me. Frederic J. Stimson, Dedham, Mass. George R. Wallace, Fitchburg, Mass. Charles E. Ware, Fitchburg, Mass. Moses Williams, Brookline, Mass. Robert Winsor, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

MOSES WILLIAMS,
GEO. R. WALLACE,
JOSEPH B. RUSSELL,
WM. H. HOLLISTER,
C. T. CROCKER,
CHARLES LOWELL,
FREDERIC J. STIMSON,
WM. E. RICE,
B. N. BULLOCK,
DAN. A. GLEASON, *Directors.*
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. SEPT. 27, 1905. Then personally appeared the above-named Moses Williams, Geo. R. Wallace, Joseph B. Russell, William H. Hollister, C. T. Crocker, Charles Lowell, Frederic J. Stimson, Wm. E. Rice, B. N. Bullock and Danl. A. Gleason, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEORGE O. FOSTER,
Justice of the Peace.

RETURN

OF THE

GRAFTON & UPTON RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$77,829 76 |
| Operating expenses, | 61,676 00 |
| GROSS INCOME ABOVE OPERATING EXPENSES, . . . | \$16,153 76 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, \$10,900 00 | |
| Interest and discount on unfunded debts and loans, 3,700 00 | |
| Taxes, 697 02 | |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . | 15,297 02 |
| Surplus for the year ending June 30, 1905, | \$856 74 |
| Amount of surplus June 30, 1904, | 6,920 15 |
| TOTAL SURPLUS JUNE 30, 1905, | \$7,776 89 |

EARNINGS FROM OPERATION.

| DEPARTMENT OF SERVICE. | Gross Receipts. | Deductions. | Earnings. |
|--|-----------------|-------------|-------------|
| Passenger service: | | | |
| Gross receipts from passengers, | | | \$28,114 45 |
| From mails, | | | 1,159 76 |
| From express, | | | 3,578 63 |
| TOTAL EARNINGS, PASSENGER SERVICE, | | | \$32,852 84 |
| Freight service: | | | |
| Gross receipts from freight, | \$45,595 84 | | |
| Deductions: | | | |
| Overcharge to shippers, | | \$618 92 | |
| TOTAL EARNINGS, FREIGHT SERVICE, | | | 44,976 92 |
| GROSS EARNINGS FROM OPERATION, | | | \$77,829 76 |

EXPENSES OF OPERATION.

| | |
|---|------------|
| General expenses: | |
| Salaries of general officers, | \$2,208 31 |
| Salaries of clerks and attendants, | 144 00 |
| General office expenses and supplies, | 377 00 |

| | |
|---|--------------------|
| General expenses — <i>Concluded.</i> | |
| Insurance, | \$165 25 |
| Law expenses, | 50 00 |
| Stationery and printing (general offices), | 114 89 |
| TOTAL, | \$3,059 45 |
| Maintenance of way and structures : | |
| Repairs of roadway, | \$6,022 65 |
| Renewals of rails, | 3,397 07 |
| Renewals of ties, | 4,578 81 |
| Repairs and renewals of bridges and culverts, | 48 25 |
| Repairs and renewals of fences, road crossings, signs and cattle guards, | 61 00 |
| Repairs and renewals of buildings and fixtures, | 567 93 |
| Other expenses of maintaining way and structures : spikes, bolts, track tools, etc., | 498 90 |
| TOTAL, | \$15,174 61 |
| Maintenance of equipment : | |
| Repairs and renewals of locomotives, | \$986 07 |
| Repairs and renewals of freight cars, | 194 13 |
| TOTAL, | \$1,180 20 |
| Conducting transportation : | |
| Superintendence, | \$600 00 |
| Engine and roundhouse men, | 3,135 00 |
| Fuel for locomotives, | 4,249 02 |
| Water supply for locomotives, | 401 58 |
| Oil, tallow and waste for locomotives, | 378 57 |
| Other supplies for locomotives, | 108 34 |
| Train service, | 2,939 00 |
| Train supplies and expenses, | 167 31 |
| Switchmen, flagmen and watchmen, | 918 00 |
| Telegraph expenses, | 50 31 |
| Station service, | 4,107 00 |
| Station supplies, | 134 78 |
| Car per diem and mileage — balance, | 4,340 93 |
| Loss and damage, | 203 73 |
| Injuries to persons, | 1,200 00 |
| Rentals for tracks, yards and terminals, | 1,225 00 |
| Stationery and printing, | 200 00 |
| Other expenses of conducting transportation : travelling expenses of general manager, etc., | 49 66 |
| Paid by contract for operation of passenger cars by electricity, | 17,853 51 |
| TOTAL, | \$42,261 74 |
| Recapitulation : | |
| General expenses, | \$3,059 45 |
| Maintenance of way and structures, | 15,174 61 |
| Maintenance of equipment, | 1,180 20 |
| Conducting transportation, | 42,261 74 |
| TOTAL OPERATING EXPENSES, | \$61,676 00 |
| Percentage of operating expenses to gross earnings, | 79.23 |

| GENERAL BALANCE SHEET JUNE 30, 1905. | | | | | | | | | |
|---|--|--|--|--|--|--|-----------|-----------|----|
| ASSETS. | | | | | | | | Dr. | |
| Cost of road, | | | | | | | | \$523,917 | 68 |
| Cost of equipment, | | | | | | | | 68,082 | 32 |
| TOTAL PERMANENT INVESTMENTS, | | | | | | | | \$592,000 | 00 |
| Cash, | | | | | | | | 7,776 | 89 |
| TOTAL, | | | | | | | | \$599,776 | 89 |
| LIABILITIES. | | | | | | | | Cr. | |
| Capital stock, | | | | | | | | \$250,000 | 00 |
| Funded debt, | | | | | | | | 268,000 | 00 |
| Current liabilities: loans and notes payable, | | | | | | | | 74,000 | 00 |
| Profit and loss balance (surplus), | | | | | | | | 7,776 | 89 |
| TOTAL, | | | | | | | | \$599,776 | 89 |
| CAPITAL STOCK. | | | | | | | | | |
| Capital stock authorized by law, | | | | | | | \$250,000 | 00 | |
| Capital stock authorized by votes of company, | | | | | | | 250,000 | 00 | |
| Capital stock issued and outstanding, | | | | | | | | \$250,000 | 00 |
| Number of shares issued and outstanding, | | | | | | | 2,500 | | |
| Number of stockholders, | | | | | | | 17 | | |
| Number of stockholders in Massachusetts, | | | | | | | 15 | | |
| Amount of stock held in Massachusetts, | | | | | | | \$239,200 | 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|----------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 4 | Nov. 1, 1912, | \$250,000 00 | \$10,000 00 |
| Second mortgage bonds, | 5 | July 1, 1913, | 18,000 00 | 900 00 |
| TOTALS, | | | \$268,000 00 | \$10,900 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------------|
| Passenger traffic: | |
| Number of passengers carried paying revenue, | 312,518 |
| Number of passengers carried one mile, | 2,500,144 |
| Number of passengers carried one mile per mile of road operated, | 185,188 |
| Average length of journey per passenger, | 8.320 miles. |
| Average amount received per passenger per mile carried, | 1.124 cents. |
| Passenger earnings (gross) per mile of road operated, | \$2,437 25 |
| Passenger earnings (gross) per passenger-train mile run, | 15.973 cents. |

| | | |
|--|---------|--------------|
| Freight traffic: | | |
| Number of tons of freight hauled earning revenue, . . . | | 86,708 |
| Number of tons of freight hauled one mile, . . . | | 780,372 |
| Number of tons of freight hauled one mile per mile of road operated, . . . | | 47,295 |
| Average length of haul per ton, . . . | | 9.000 miles. |
| Average amount received per ton per mile hauled, . . . | | 5.761 cents. |
| Freight earnings (gross) per mile of road operated, . . . | \$2,763 | 38.000 |
| Freight earnings (gross) per freight-train mile run, . . . | | 2.568 |
| Operating expenses: | | |
| Operating expenses per mile of road operated, . . . | 3,737 | 94.000 |
| Operating expenses per revenue-train mile run, . . . | 29.931 | cents. |
| Train mileage: | | |
| Miles run by passenger trains (electric), . . . | | 176,924 |
| Miles run by freight trains (steam), . . . | | 17,750 |
| Total mileage of trains earning revenue, . . . | | 194,674 |
| Miles run by switching trains (steam), . . . | | 10,998 |
| Miles run by construction and other trains, . . . | | 344 |
| Total train mileage, . . . | | 206,016 |
| Fares and freights: | | |
| Average rate of fare per mile received for local and trip tickets, . . . | | .900 cent. |
| Average rate received per ton mile for local freight, . . . | | 3.500 cents. |
| Average rate received per ton mile for interline freight, . . . | | 2.720 " |
| Employees: | | |
| Average number of persons employed, . . . | | 30 |

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report)

| RAILROAD OWNED AND OPERATED. | Total. | In Massachusetts. |
|---|--------|-------------------|
| | Miles. | Miles. |
| Length of main line, | 16.500 | 16.500 |
| Length of electric loop, | 2.620 | 2.620 |
| TOTAL LENGTH OF LINE OWNED, | 19.120 | 19.120 |
| Length of side track, etc., | 3.790 | 3.790 |
| TOTAL LENGTH OF TRACK OWNED, | 22.910 | 22.910 |
| EQUIPPED FOR ELECTRIC POWER. | | |
| Length of main line, | 13.500 | 13.500 |
| Length of electric loop, | 2.620 | 2.620 |
| TOTAL LENGTH OF ELECTRIC LINE, | 16.120 | 16.120 |
| Length of side track, etc., | .200 | .200 |
| TOTAL LENGTH OF ELECTRIC TRACK, | 16.320 | 16.320 |

DESCRIPTION OF EQUIPMENT.

| ROLLING STOCK. | Number Owned. | Equipped with Power Driving- wheel Brakes. | Equipped with Automatic Cou- plers. | Maximum Weight. | Average Weight. | Name of Coupler Used. |
|--------------------------|---------------|--|---|-----------------|-----------------|--------------------------|
| LOCOMOTIVES. | | | | | | |
| Freight, | 2 | 2 | - | Lbs. 103,000 | Lbs. 95,500 | - |
| CARS—PASSENGER SERVICE.* | | | | | | |
| CARS—COMPANY'S SERVICE. | | | | | | |
| Caboose cars, | 1 | - | 1 | - | - | Gould. |

RAILROAD CROSSINGS IN MASSACHUSETTS.

| <i>Crossings with Highways.</i> | |
|--|----------|
| Number of crossings of railroad with highways at grade, | 29 |
| Number of highway grade crossings unprotected, | 29 |
| Number of highway bridges 18 feet (or more) above track, | 1 |
| Height of lowest highway bridge above track, | 18 feet. |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

GRAFTON & UPTON RAILROAD COMPANY,

MILFORD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edward P. Usher, *President and Clerk of Corporation*, Grafton, Mass.
 George A. Draper, *Vice-President*, Hopedale, Mass. Levi W. Moore, *Treasurer, General Manager, General Traffic Manager, General Passenger Agent, General Freight Agent and Superintendent*, Milford, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George A. Draper, Hopedale, Mass. Frank J. Dutcher, Hopedale, Mass.
 Eben D. Bancroft, Hopedale, Mass. George W. Knowlton, West Upton, Mass.
 Edward P. Usher, Grafton, Mass.

* Grafton & Upton passenger service performed with electric cars furnished by the Milford & Uxbridge Street Railway Company.

We hereby certify that the statements contained in the foregoing return are full, just and true.

EDWARD P. USHER,
E. D. BANCROFT,
FRANK J. DUTCHER,
GEO. A. DRAPER,

Directors.

LEVI W. MOORE,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. SEPT. 5, 1905. Then personally appeared the above-named Edward P. Usher, E. D. Bancroft, Frank J. Dutcher, George A. Draper and Levi W. Moore, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JESSE A. TAFT,

Justice of the Peace.

RETURN

OF THE

HOLYOKE & WESTFIELD RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

[Leased to and operated by the New York, New Haven & Hartford.]

| GENERAL EXHIBIT FOR THE YEAR. | | |
|---|-------------|--------------|
| Rental received from lease of road, | | \$40,998 66 |
| Income from other sources: interest, | | 558 69 |
| GROSS INCOME, | | \$41,557 35 |
| Expenses and charges upon income accrued during the year: | | |
| Salaries and maintenance of organization, | \$416 25 | |
| Interest on funded debt, | 8,000 00 | |
| Taxes, | 2,879 10 | |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | | 11,295 35 |
| NET DIVISIBLE INCOME, | | \$30,262 00 |
| Dividends declared (12 per cent), | | 31,200 00 |
| Deficit for the year ending June 30, 1905, | | \$938 00 |
| Amount of surplus June 30, 1904, | | 28,916 68 |
| TOTAL SURPLUS JUNE 30, 1905, | | \$27,978 68 |
| GENERAL BALANCE SHEET JUNE 30, 1905. | | |
| ASSETS. | | Dr. |
| Cost of road, | | \$460,000 00 |
| Cash, | \$18,223 18 | |
| Traffic balances due from other companies, | 9,755 50 | |
| TOTAL CASH AND CURRENT ASSETS, | | 27,978 68 |
| TOTAL, | | \$487,978 68 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$260,000 00 |
| Funded debt, | | 200,000 00 |
| Profit and loss balance (surplus), | | 27,978 68 |
| TOTAL, | | \$487,978 68 |

| CAPITAL STOCK. | | | |
|---|--------------|--------------|--|
| Capital stock authorized by law, | \$350,000 00 | | |
| Capital stock authorized by votes of company, | 260,000 00 | | |
| Capital stock issued and outstanding, | | \$260,000 00 | |
| Number of shares issued and outstanding, | 2,600 | | |
| Number of stockholders, | 14 | | |
| Number of stockholders in Massachusetts, | 12 | | |
| Amount of stock held in Massachusetts, | \$238,000 00 | | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 4 | April 1, 1911, | \$200,000 00 | \$8,000 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|--|------------------|-------------------|
| Length of main line, | Miles. 10.320 | Miles. 10.320 |
| Length of side track, etc., | 15.330 | 15.330 |
| TOTAL LENGTH OF TRACK OWNED, | 25.650 | 25.650 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HOLYOKE & WESTFIELD RAILROAD COMPANY,

HOLYOKE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edward W. Chapin, *President*, Holyoke, Mass. Charles B. Prescott, *Vice-President*, Holyoke, Mass. Edwin L. Munn, *Treasurer*, Holyoke, Mass. James Kirkpatrick, *Clerk of Corporation*, Holyoke, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward W. Chapin, Holyoke, Mass. Charles B. Prescott, Holyoke, Mass. Joseph Metcalf, Holyoke, Mass. Edwin L. Munn, Holyoke, Mass. William J. Mahoney, Holyoke, Mass. William H. Lubold, Holyoke, Mass. Albert F. Benoit, Holyoke, Mass. Thomas Norris, Holyoke, Mass. T. F. Mahoney, Holyoke, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

EDWARD W. CHAPIN,
WILLIAM H. LUBOLD,
ALBERT F. BENOIT,
THOMAS NORRIS,
WILLIAM J. MAHONEY,
Directors.
EDWIN L. MUNN,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. SEPT. 19, 1905. Then personally appeared the above-named Edwin L. Munn, treasurer, Edward W. Chapin, William H. Lubold, Albert F. Benoit, Thomas Norris and William J. Mahoney, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK J. PHELPS,
Justice of the Peace.

RETURN

OF THE

HOOSAC TUNNEL & WILMINGTON RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

[A narrow-gauge railroad.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$71,186 68 |
| Operating expenses, | 51,121 46 |
| NET EARNINGS FROM OPERATION, | \$20,065 22 |
| Miscellaneous income, less expense of collecting: rents, etc., | 459 20 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$20,524 42 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, \$12,500 00 | |
| Interest and discount on unfunded debts and loans, 192 02 | |
| Taxes, 947 94 | |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 13,639 96 |
| SURPLUS FOR THE YEAR ENDING JUNE 30, 1905, | \$6,884 46 |
| Amount of surplus June 30, 1904, | 1,224 74 |
| Credits to profit and loss account during the year: sale of accounts to former management for | 15,241 39 |
| TOTAL SURPLUS JUNE 30, 1905, | \$23,350 59 |
| EARNINGS FROM OPERATION. | |
| Passenger service: | |
| Gross receipts from passengers, | \$15,339 41 |
| From mails, | 1,171 04 |
| From express, | 2,027 78 |
| TOTAL EARNINGS, PASSENGER SERVICE, | \$18,538 23 |
| Freight service: | |
| Gross receipts from freight, | 52,648 45 |
| GROSS EARNINGS FROM OPERATION, | \$71,186 68 |

| EXPENSES OF OPERATION. | |
|---|--------------------|
| General expenses : | |
| Salaries of general officers, | \$1,650 00 |
| Salaries of clerks and attendants, | 810 00 |
| General office expenses and supplies, | 403 00 |
| Insurance, | 613 20 |
| Law expenses, | 197 68 |
| Stationery and printing (general offices), | 218 55 |
| Other general expenses, | 373 46 |
| TOTAL, | \$4,265 89 |
| Maintenance of way and structures : | |
| Repairs of roadway, | \$5,183 79 |
| Renewals of ties, | 3,677 42 |
| Repairs and renewals of bridges and culverts, | 285 93 |
| Repairs and renewals of buildings and fixtures, | 2,146 18 |
| Repairs and renewals of telegraph, | 176 20 |
| TOTAL, | \$11,469 52 |
| Maintenance of equipment : | |
| Repairs and renewals of locomotives, | \$5,948 67 |
| Repairs and renewals of passenger cars, | 938 03 |
| Repairs and renewals of freight cars, | 2,894 74 |
| Repairs and renewals of shop machinery and tools, | 3,265 01 |
| Other expenses of maintaining equipment: air brakes and automatic couplers, | 1,493 00 |
| TOTAL, | \$14,539 45 |
| Conducting transportation : | |
| Engine and roundhouse men, | \$2,919 94 |
| Fuel for locomotives, | 6,680 27 |
| Water supply for locomotives, | 30 00 |
| Oil, tallow and waste for locomotives, | 48 32 |
| Other supplies for locomotives, | 55 82 |
| Train service, | 2,157 83 |
| Train supplies and expenses, | 415 57 |
| Switchmen, flagmen and watchmen, | 943 97 |
| Station service, | 1,920 00 |
| Station supplies, | 235 94 |
| Loss and damage, | 40 00 |
| Advertising, | 386 91 |
| Stationery and printing, | 161 69 |
| Other expenses of conducting transportation: transferring, | 4,850 34 |
| TOTAL, | \$20,846 60 |
| Recapitulation : | |
| General expenses, | \$4,265 89 |
| Maintenance of way and structures, | 11,469 52 |
| Maintenance of equipment, | 14,539 45 |
| Conducting transportation, | 20,846 60 |
| TOTAL OPERATING EXPENSES, | \$51,121 46 |
| Percentage of operating expenses to gross earnings, | 71.81 |

GENERAL BALANCE SHEET JUNE 30, 1905.

| ASSETS. | | Dr. | |
|--|------------|-----|--------------|
| Cost of road, | | | \$433,220 95 |
| Cost of equipment, | | | 76,758 32 |
| TOTAL PERMANENT INVESTMENTS, | | | \$509,979 27 |
| Cash, | \$4,964 36 | | |
| Due from agents, | 4,196 20 | | |
| Traffic balances due from other companies, | 723 96 | | |
| Due from solvent companies and individuals, | 108 56 | | |
| TOTAL CASH AND CURRENT ASSETS, | | | 9,993 08 |
| Materials and supplies, | | | 9,270 72 |
| TOTAL, | | | \$529,243 07 |
| LIABILITIES. | | Cr. | |
| Capital stock, | | | \$250,000 00 |
| Funded debt, | | | 250,000 00 |
| Current liabilities: salaries and wages, | | | 1,725 81 |
| Accrued liabilities: interest accrued and not yet due, | | | 4,166 67 |
| Profit and loss balance (surplus), | | | 23,350 59 |
| TOTAL, | | | \$529,243 07 |

PROPERTY ACCOUNTS.

| | | | |
|--|------------|--|------------|
| Additions to construction account: | | | |
| Engine-houses, car-houses and turn-tables, | \$1,191 14 | | |
| Engineering and other expenses incident to construction, | 1,563 52 | | |
| TOTAL ADDITIONS TO CONSTRUCTION ACCOUNT, | | | \$2,754 66 |
| Additions to equipment account: locomotives (1 in number), fitting new for service, | | | 1,154 58 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | | \$3,909 24 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): | | | |
| Insurance received on account equipment, | \$2,250 00 | | |
| Insurance received on account construction, | 600 00 | | |
| Real estate assumed by former management, | 5,500 00 | | |
| TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, | | | 8,350 00 |
| NET REDUCTION FROM PROPERTY ACCOUNTS FOR THE YEAR, | | | \$4,440 76 |

CAPITAL STOCK.

| | | | |
|---|--------------|--|--------------|
| Capital stock authorized by law, | \$250,000 00 | | |
| Capital stock authorized by votes of company, | 250,000 00 | | |
| Capital stock issued and outstanding, | | | \$250,000 00 |
| Number of shares issued and outstanding, | 2,500 | | |
| Number of stockholders, | 17 | | |
| Number of stockholders in Massachusetts, | 5 | | |
| Amount of stock held in Massachusetts, | \$800 00 | | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|-----------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, . . . | Per Cent. 5 | Sept. 1, 1922, . | \$250,000 00 | \$12,500 00 |

VOLUME OF TRAFFIC, ETC.

| | | |
|--|--|----------------|
| Passenger traffic: | | |
| Number of passengers carried paying revenue, . . . | | 31,503 |
| Number of passengers carried one mile, . . . | | 444,888 |
| Number of passengers carried one mile per mile of road operated, . . . | | 17,798 |
| Average length of journey per passenger, . . . | | 14.12 miles. |
| Average amount received per passenger per mile carried, . | | 48.692 cents. |
| Passenger earnings (gross) per mile of road operated, . | | \$741 52.920 |
| Passenger earnings (gross) per passenger-train mile run, . | | 49 367 |
| Freight traffic: | | |
| Number of tons of freight hauled earning revenue, . . . | | 50,798 |
| Number of tons of freight hauled one mile, . . . | | 792,310 |
| Number of tons of freight hauled one mile per mile of road operated, . . . | | 31,692 |
| Average length of haul per ton, . . . | | 15.600 miles. |
| Average amount received per ton per mile hauled, . . . | | \$1 03.643 |
| Freight earnings (gross) per mile of road operated, . . | | 2,105 93.800 |
| Freight earnings (gross) per freight-train mile run, . . | | 3 55.061 |
| Operating expenses: | | |
| Operating expenses per mile of road operated, . . . | | \$2,044 85 840 |
| Operating expenses per revenue-train mile run, . . . | | 1 12.020 |
| Train mileage: | | |
| Miles run by passenger trains, . . . | | 30,808 |
| Miles run by freight trains, . . . | | 8,084 |
| Miles run by mixed trains, . . . | | 6,744 |
| Total mileage of trains earning revenue, . . . | | 45,636 |
| Miles run by construction and other trains, . . . | | 760 |
| Total train mileage, . . . | | 46,396 |
| Fares and freights: | | |
| Average rate of fare per mile received for local and trip tickets, . . . | | 4.000 cents. |
| Average rate of fare per mile received for mileage tickets, . | | 3.000 " |
| Average rate of fare per mile received for interline tickets, . | | 2.200 " |
| Average rate received per ton mile for local freight, . . | | 6.645 " |
| Employees: | | |
| Average number of persons employed, . . . | | 59 |

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED AND OPERATED. | Total. | In Massachusetts. |
|--|------------------|-------------------|
| Length of main line, | Miles. 24.250 | Miles. 8.220 |
| Length of branch line, Hartwellville Branch and Mountain Mills Branch, | .750 | - |
| TOTAL LENGTH OF LINE OWNED AND OPERATED, | 25.000 | 8.220 |
| Length of side track, etc., | 3.000 | 1.000 |
| TOTAL LENGTH OF TRACK OWNED AND OPERATED, | 28.000 | 9.220 |

DESCRIPTION OF EQUIPMENT.

| ROLLING STOCK. | Number Owned. | Equipped with Power Driving-wheel Brakes. | Equipped with Power Train Brakes. | Equipped with Automatic Couplers. | Name of Coupler Used. |
|--|---------------|---|-----------------------------------|-----------------------------------|-----------------------|
| LOCOMOTIVES. | | | | | |
| Passenger, | 4 | 4* | - | - | - |
| Freight, | 2 | 2† | - | - | - |
| TOTAL, | 6 | 6 | - | - | - |
| CARS — PASSENGER SERVICE. | | | | | |
| Passenger cars, | 3 | - | 3† | 3 | Trojan. |
| Combination cars, | 1 | - | 1† | 1 | Trojan. |
| Other cars in passenger service, | 2 | - | 2† | 2 | Trojan. |
| TOTAL, | 6 | - | 6 | 6 | - |
| CARS — FREIGHT SERVICE. | | | | | |
| Box cars, | 52 | - | 52† | 52 | Trojan. |
| Flat cars, | 45 | - | 45 | 45 | Trojan. |
| Coal cars, | 17 | - | 17 | 17 | Trojan. |
| Refrigerator cars, | 1 | - | 1 | 1 | Trojan. |
| TOTAL, | 115 | - | 115 | 115 | - |
| CARS — COMPANY'S SERVICE. | | | | | |
| Caboose cars, | 1 | - | - | 1 | Trojan. |
| Other cars in company's service, | 5 | - | - | - | - |
| TOTAL, | 6 | - | - | - | - |

* Three New York air brake, one Eames vacuum brake, and automatic couplers.

† New York air brakes and automatic couplers.

‡ New York air brakes.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HOOSAC TUNNEL & WILMINGTON RAILROAD COMPANY,
CORPORATION OFFICE, NORTH ADAMS, MASS.; GENERAL OFFICE,
WILMINGTON, VT.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John P. Kellas, *President and General Manager*, Malone, N. Y. Moses Newton, *Vice-President*, Wilmington, Vt. John W. Genaway, *Treasurer*, Wilmington, Vt. S. John Lamoureux, *Clerk of Corporation*, North Adams, Mass. H. Lenox Bray, *General Auditor*, Wilmington, Vt. Martin A. Brown, *General Passenger and General Freight Agent*, Wilmington, Vt. George F. Roberts, *Superintendent*, Wilmington, Vt.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John P. Kellas, Malone, N. Y. John W. Genaway, Malone, N. Y. Geo. F. Roberts, Wilmington, Vt. J. S. Pishon, Boston, Mass. Moses Newton, Holyoke, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

JOHN P. KELLAS,
JOHN W. GENAWAY,
GEORGE F. ROBERTS,
Directors.
JOHN W. GENAWAY,
Treasurer.
H. L. BRAY,
Chief Accounting Officer.

STATE OF NEW YORK.

FRANKLIN COUNTY, ss. Nov. 21, 1905. Then personally appeared the above-named John P. Kellas, president, John W. Genaway, treasurer, and directors of the Hoosac Tunnel & Wilmington Railroad Company, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

I. BERTHA DENNY,
Notary Public.

STATE OF VERMONT.

WINDHAM COUNTY, ss. WILMINGTON, VT., Dec. 11, 1905. Then personally appeared the above-named George F. Roberts, director, and H. L. Bray, chief accounting officer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

J. H. GOULDING,
Notary Public.

RETURN

OF THE

HORN POND BRANCH RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

[This road is merely the spur of an ice company, used for the transportation of its ice.]

| GENERAL BALANCE SHEET JUNE 30, 1905. | | | |
|--|-------------|-----|-------------|
| ASSETS. | | Dr. | |
| Cost of road, | | | \$15,238 46 |
| TOTAL, | | | \$15,238 46 |
| LIABILITIES. | | Cr. | |
| Capital stock, | | | \$2,000 00 |
| Profit and loss balance (surplus), | | | 13,238 46 |
| TOTAL, | | | \$15,238 46 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$40,000 00 | | |
| Capital stock authorized by votes of company, | 2,000 00 | | |
| Capital stock issued and outstanding (100 shares), | | | \$2,000 00 |
| Number of shares issued and outstanding, | 100 | | |
| Number of stockholders, | 5 | | |
| Number of stockholders in Massachusetts, | 5 | | |
| Amount of stock held in Massachusetts, | \$2,000 00 | | |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massa- chusetts. |
|--|----------------|------------------------|
| Length of main line, | Miles. .663 | Miles. .663 |
| Length of side track, etc., | .076 | .076 |
| TOTAL LENGTH OF TRACK OWNED, | .739 | .739 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HORN POND BRANCH RAILROAD COMPANY,
110 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Reuben W. Hopkins, *President*, 110 State Street, Boston, Mass. Frank J. Bartlett, *Treasurer and Clerk of Corporation*, 110 State Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Reuben W. Hopkins, Boston, Mass. Charles Russell, Watertown, Mass. Jeremiah Flanders, Melrose, Mass. Frank J. Bartlett, Malden, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

REUBEN W. HOPKINS,
CHARLES RUSSELL,
JEREMIAH FLANDERS,
FRANK J. BARTLETT,
Directors.
FRANK J. BARTLETT,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, June 3, 1905. Then personally appeared the above-named Reuben W. Hopkins, Charles Russell, Jeremiah Flanders and Frank J. Bartlett, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT F. ORNE,
Justice of the Peace.

RETURN

OF THE

LOWELL & ANDOVER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

[Leased to and operated by the Boston & Maine.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|---------------------|
| Rental received from lease of road, | \$52,500 00 |
| Income from other sources: interest on bank account, | 20 20 |
| GROSS INCOME, | \$52,520 20 |
| Expenses and charges upon income during the year: | |
| Salaries and maintenance of organization, | \$224 85 |
| Taxes, | 14 60 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | 239 45 |
| NET DIVISIBLE INCOME, | \$52,280 75 |
| Dividends declared (8 per cent), | 50,000 00 |
| Surplus for the year ending June 30, 1905, | \$2,280 75 |
| Amount of surplus June 30, 1904, | 143,942 40 |
| TOTAL SURPLUS JUNE 30, 1905, | \$146,223 15 |
| GENERAL BALANCE SHEET JUNE 30, 1905. | |
| ASSETS. | |
| Cost of road, | Dr. \$767,050 24 |
| Cash, | 4,172 91 |
| TOTAL, | \$771,223 15 |
| LIABILITIES. | |
| Capital stock, | Cr. \$625,000 00 |
| Profit and loss balance (surplus), | 146,223 15 |
| TOTAL, | \$771,223 15 |

| CAPITAL STOCK. | | |
|---|--------------|--------------|
| Capital stock authorized by law, | Unlimited. | |
| Capital stock authorized by votes of company, | \$625,000 00 | |
| Capital stock issued and outstanding, | | \$625,000 00 |
| Number of shares issued and outstanding, | 6,250 | |
| Number of stockholders, | 194 | |
| Number of stockholders in Massachusetts, | 169 | |
| Amount of stock held in Massachusetts, | \$571,700 00 | |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massa- chusetts. |
|--|--------|------------------------|
| | Miles. | Miles. |
| Length of main line, | 8.850 | 8.850 |
| Length of second track, | 7.280 | 7.280 |
| Length of side track, etc., | 6.230 | 6.230 |
| TOTAL LENGTH OF TRACK OWNED, | 22.360 | 22.360 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LOWELL & ANDOVER RAILROAD COMPANY,

LOWELL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frederick Ayer, *President*, Boston, Mass. Austin K. Chadwick, *Treasurer*,
Lowell, Mass. Grenville Hovey, *Clerk of Corporation*, Lowell, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frederick Ayer, Boston, Mass. Frederick F. Ayer, New York, N. Y.
George Ripley, Andover, Mass. Oliver H. Moulton, Lowell, Mass. Prescott
C. Gates, Lowell, Mass. Jacob Rogers, Lowell, Mass.

We hereby certify that the statements contained in the foregoing return are
full, just and true.

FREDERICK AYER,
GEORGE RIPLEY,
JACOB ROGERS,
PRESCOTT C. GATES,
Directors.
AUSTIN K. CHADWICK,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. JULY 19, 1905. Then personally appeared the above-named Jacob Rogers, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

GEORGE H. SPALDING,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. AUG. 29, 1905. Then personally appeared the above-named Frederick Ayer, George Ripley, Prescott C. Gates and Austin K. Chadwick, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR C. SPALDING,
Justice of the Peace.

RETURN OF THE MILFORD, FRANKLIN & PROVIDENCE RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

[Leased to and operated by the New York, New Haven & Hartford]

| GENERAL EXHIBIT FOR THE YEAR. | | |
|---|--------------|--------------|
| Rental received from lease of road, | | \$2,300 00 |
| Expenses and charges upon income accrued during the year: | | |
| Interest on funded debt, | \$600 00 | |
| Other expenses and charges upon income: | | |
| envelopes, stamps, telegraph, etc., | 17 25 | |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | | 617 25 |
| NET DIVISIBLE INCOME, | | \$1,682 75 |
| Dividends declared (3¼ per cent), | | 3,750 00 |
| Deficit for the year ending June 30, 1905, | | \$2,067 25 |
| Amount of deficit June 30, 1904, | | 6,340 99 |
| TOTAL DEFICIT JUNE 30, 1905, | | \$8,408 24 |
| GENERAL BALANCE SHEET JUNE 30, 1905. | | |
| ASSETS. | | Dr |
| Cost of road, | | \$101,308 23 |
| Cash, | | 283 53 |
| Profit and loss balance (deficit), | | 8,408 24 |
| TOTAL, | | \$110,000 00 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$100,000 00 |
| Funded debt, | | 10,000 00 |
| TOTAL, | | \$110,000 00 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$100,000 00 | |
| Capital stock authorized by votes of company, | 100,000 00 | |
| Capital stock issued and outstanding, | | \$100,000 00 |
| Number of shares issued and outstanding, | 1,000 | |
| Number of stockholders, | 20 | |
| Number of stockholders in Massachusetts, | 19 | |
| Amount of stock held in Massachusetts, | \$99,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|-----------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, . . . | Per Cent. 6 | Jan. 1, 1909, | \$10,000 00 | \$600 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|--|-----------------|-------------------|
| Length of main line, | Miles. 4.650 | Miles. 4.650 |
| Length of side track, etc., | .420 | .420 |
| TOTAL LENGTH OF TRACK OWNED, | 5.070 | 5.070 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MILFORD, FRANKLIN & PROVIDENCE RAILROAD COMPANY,
FRANKLIN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edgar K. Ray, *President*, Franklin, Mass. William F. Draper, *Vice-President*, Hopedale, Mass. Adelbert D. Thayer, *Treasurer*, Franklin, Mass. George W. Wiggin, *Clerk of Corporation*, Franklin, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edgar K. Ray, Franklin, Mass. Adelbert D. Thayer, Franklin, Mass. William F. Draper, Hopedale, Mass. Eben S. Draper, Hopedale, Mass. George W. Wiggin, Franklin, Mass. J. B. Bancroft, Hopedale, Mass. George A. Draper, Hopedale, Mass. James F. Ray, Franklin, Mass. William A. Wyckoff, Franklin, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

EDGAR K. RAY,
JAMES F. RAY,
GEO. A. DRAPER,
EBEN S. DRAPER,
J. B. BANCROFT,
GEORGE W. WIGGIN,
Directors.
ADELBERT D. THAYER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, SS. FRANKLIN, July 31, 1905. Then personally appeared the above-named Edgar K. Ray, James F. Ray, George A. Draper, Eben S. Draper, J. B. Bancroft and George W. Wiggin, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM A. WYCKOFF,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Dec. 6, 1905. Then personally appeared the above-named Adelbert D. Thayer, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

CHARLES E. MANN,

Notary Public.

RETURN

OF THE

MILFORD & WOONSOCKET RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

[Leased to and operated by the New York, New Haven & Hartford.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|---------------------|
| Rental received from lease of road, | \$4,700 00 |
| Expenses and charges upon income accrued during the year: | |
| Salaries and maintenance of organization, | \$140 49 |
| Interest on funded debt, | 3,000 00 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | 3,140 49 |
| NET DIVISIBLE INCOME, | \$1,559 51 |
| Dividends declared (1 per cent), | 1,486 00 |
| Surplus for the year ending June 30, 1905, | \$73 51 |
| Amount of deficit June 30, 1904, | 35,141 88 |
| TOTAL DEFICIT JUNE 30, 1905, | \$35,068 37 |
| GENERAL BALANCE SHEET JUNE 30, 1905. | |
| ASSETS. | |
| Cost of road, | \$173,381 13 |
| Cash, | 150 50 |
| Profit and loss balance (deficit), | 35,068 37 |
| TOTAL, | \$208,600 00 |
| LIABILITIES. | |
| Capital stock, | \$148,600 00 |
| Funded debt, | 60,000 00 |
| TOTAL, | \$208,600 00 |
| CAPITAL STOCK. | |
| Capital stock authorized by law, | \$200,000 00 |
| Capital stock authorized by votes of company, | 148,600 00 |
| Capital stock issued and outstanding, | \$148,600 00 |
| Number of shares issued and outstanding, | 1,486 |
| Number of stockholders, | 33 |
| Number of stockholders in Massachusetts, | 29 |
| Amount of stock held in Massachusetts, | \$146,500 00 |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|-------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 5 | Dec. 1, 1908, | \$60,000 00 | \$3,000 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|--|------------------|-------------------|
| Length of main line, | Miles. 15.130 | Miles. 15.130 |
| Length of side track, etc., | 3.200 | 3.200 |
| TOTAL LENGTH OF TRACK OWNED, | 18.330 | 18.330 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MILFORD & WOONSOCKET RAILROAD COMPANY,
MILFORD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William F. Draper, *President*, Hopedale, Mass. James E. Walker, *Treasurer and Clerk of Corporation*, Milford, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William F. Draper, Hopedale, Mass. Charles F. Clafin, Milford, Mass.
John P. Daniels, Milford, Mass. Eben S. Draper, Hopedale, Mass. George A. Draper, Hopedale, Mass. Edgar K. Ray, Franklin, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

C. F. CLAFLIN,
JOHN P. DANIELS,
EBEN S. DRAPER,
GEO. A. DRAPER,
Directors.
JAMES E. WALKER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. JULY 25, 1905. Then personally appeared the above-named C. F. Clafin, John P. Daniels, Eben S. Draper, George A. Draper and James E. Walker, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JESSE A. TAFT,
Justice of the Peace.

RETURN

OF THE

NANTUCKET CENTRAL RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

[A narrow-gauge railroad.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|------------|
| Gross earnings from operation, | \$4,207 16 |
| Operating expenses, | 4,159 69 |
| NET EARNINGS FROM OPERATION, | \$47 47 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$1,020 00 |
| Taxes, | 47 47 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 1,067 47 |
| Deficit for the year ending June 30, 1905, | \$1,020 00 |
| Amount of deficit June 30, 1904, | 2,620 00 |
| TOTAL DEFICIT JUNE 30, 1905, | \$3,640 00 |
| EARNINGS FROM OPERATION. | |
| Passenger service: | |
| Gross receipts from passengers, | \$3,667 45 |
| From mails, | 92 98 |
| From express, | 446 73 |
| GROSS EARNINGS FROM OPERATION, | \$4,207 16 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers, | \$370 35 |
| Salaries of clerks and attendants, | 281 79 |
| Stationery and printing (general offices), | 97 23 |
| TOTAL, | \$749 37 |
| Maintenance of way and structures: repairs of roadway, | \$1,676 41 |

| | | |
|---|--|------------|
| Maintenance of equipment: | | |
| Repairs and renewals of locomotives, | | \$82 75 |
| Repairs and renewals of passenger cars, | | 50 67 |
| TOTAL, | | \$133 42 |
| Conducting transportation: | | |
| Engine and roundhouse men, | | \$569 40 |
| Fuel for locomotives, | | 595 50 |
| Water supply for locomotives, | | 35 00 |
| Oil, tallow and waste for locomotives, | | 55 36 |
| Train service, | | 161 21 |
| Switchmen, flagmen and watchmen, | | 184 02 |
| TOTAL, | | \$1,600 49 |
| Recapitulation: | | |
| General expenses, | | \$749 37 |
| Maintenance of way and structures, | | 1,676 41 |
| Maintenance of equipment, | | 133 42 |
| Conducting transportation, | | 1,600 49 |
| TOTAL OPERATING EXPENSES, | | \$4,159 69 |

GENERAL BALANCE SHEET JUNE 30, 1905.

| ASSETS. | | DR. |
|--|--|-------------|
| Cost of road and equipment, | | \$35,000 00 |
| Profit and loss balance (deficit), | | 3,640 00 |
| TOTAL, | | \$38,640 00 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$18,000 00 |
| Funded debt, | | 17,000 00 |
| Current liabilities: matured interest coupons unpaid (including coupons due July 1), | | 3,640 00 |
| TOTAL, | | \$38,640 00 |

CAPITAL STOCK.

| | | |
|---|-------------|-------------|
| Capital stock authorized by law, | \$18,000 00 | |
| Capital stock authorized by votes of company, | 18,000 00 | |
| Capital stock issued and outstanding, | | \$18,000 00 |
| Number of shares issued and outstanding, | 180 | |
| Number of stockholders, | 5 | |
| Number of stockholders in Massachusetts, | 5 | |
| Amount of stock held in Massachusetts, | \$18,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------|-------------------|-------------------|---------------------|--------------------------------|
| Mortgage bonds, | Per Cent. 6 | Feb. 1, 1906, | \$17,000 00 | - |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------------|
| Passenger traffic: | |
| Number of passengers carried paying revenue, | 10,962 |
| Number of passengers carried one mile, | 93,177 |
| Average length of journey per passenger, | 8 500 miles. |
| Average amount received per passenger per mile carried, . | 3.935 cents. |
| Passenger earnings (gross) per mile of road operated, . | \$431 46.000 |
| Train mileage: | |
| Miles run by passenger trains, | 6,500 |
| Total train mileage, | 6,500 |
| Fares and freights: | |
| Average rate of fare per mile received for local and trip tickets, | 4.1666 cents. |
| Employees: | |
| Average number of persons employed, | 16 |

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED AND OPERATED. | Total. | In Massachusetts. |
|---|--------|-------------------|
| | Miles. | Miles. |
| Length of main line, | 8.500 | 8.50 0 |
| Length of side track, etc., | .200 | .200 |
| TOTAL LENGTH OF TRACK OWNED AND OPERATED, | 8.700 | 8.700 |

DESCRIPTION OF EQUIPMENT.

| ROLLING STOCK. | Number Owned. | Average Weight. | Equipped with Automatic Couplers. | Name of Coupler Used. |
|---|---------------|-----------------|-----------------------------------|-----------------------|
| LOCOMOTIVES. | | | | |
| Passengers, | 1 | Lbs. 40,000 | - | - |
| CARS — PASSENGER SERVICE. | | | | |
| Passenger cars, | 3 | - | 3 | Miller. |
| Baggage, express and mail cars, | 1 | - | - | - |
| TOTAL, | 4 | - | 3 | - |
| CARS — FREIGHT SERVICE. | | | | |
| Flat cars, | 3 | - | - | - |
| CARS — COMPANY'S SERVICE. | | | | |
| Gravel cars, | 1 | - | - | - |

RAILROAD CROSSINGS IN MASSACHUSETTS.

| <i>Crossings with Highways.</i> | |
|---|---|
| Number of crossings of railroad with highways at grade, . | 5 |
| Number of highway grade crossings protected by flagmen, . | 5 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NANTUCKET CENTRAL RAILROAD COMPANY,
WALTHAM, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry S. Milton, *President*, 10 Tremont Street, Boston, Mass. Delmont L. Weeks, *Treasurer, Clerk of Corporation and General Manager*, Waltham, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry S. Milton, Waltham, Mass. Byron B. Johnson, Waltham, Mass.
George R. Taber, Waltham, Mass. Delmont L. Weeks, Waltham, Mass.
Fred. C. Hinds, Newtonville, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

HENRY S. MILTON,
DELMONT L. WEEKS,
FRED C. HINDS,
Directors.
DELMONT L. WEEKS,
Treasurer.
DELMONT L. WEEKS,
Chief Accounting Officer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. OCT. 12, 1905. Then personally appeared the above-named Henry S. Milton, Delmont L. Weeks and Fred C. Hinds, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT E. SANFORD,
Justice of the Peace.

RETURN

OF THE

NASHUA, ACTON & BOSTON RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

[Leased to and operated by the Boston & Maine.]

| GENERAL BALANCE SHEET, JUNE 30, 1905. | | | | |
|---|--|-----------|--------------------|--------------|
| ASSETS. | | | DR. | |
| Cost of road and equipment, | | | \$1,057,031 | 20 |
| Due from solvent companies and individuals, | | | 6,257 | 41 |
| Profit and loss balance (deficit), | | | 646,694 | 29 |
| TOTAL, | | | \$1,709,982 | 90 |
| LIABILITIES. | | | CR. | |
| Capital stock, | | | \$500,000 | 00 |
| Funded debt, | | | 500,000 | 00 |
| Current liabilities: | | | | |
| Loans and notes payable, | | \$105,509 | 90 | |
| Matured interest coupons unpaid, | | 604,473 | 00 | |
| TOTAL CURRENT LIABILITIES, | | | 709,982 | 90 |
| TOTAL, | | | \$1,709,982 | 90 |
| CAPITAL STOCK. | | | | |
| Capital stock authorized by law, | | \$600,000 | 00 | |
| Capital stock authorized by votes of company, | | 500,000 | 00 | |
| Capital stock issued and outstanding, | | | | \$500,000 00 |
| Number of shares issued and outstanding, | | 5,000 | | |
| Number of stockholders, | | 138 | | |
| Number of stockholders in Massachusetts, | | 79 | | |
| Amount of stock held in Massachusetts, | | \$55,100 | 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 6 | Oct. 1, 1894, . | \$500,000 00 | - |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massa- chusetts. |
|--|--------|------------------------|
| | Miles. | Miles. |
| Length of main line, | 20.120 | 15.140 |
| Length of side track, etc., | 4.540 | 2.150 |
| TOTAL LENGTH OF TRACK OWNED, | 24.660 | 17.290 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NASHUA, ACTON & BOSTON RAILROAD COMPANY,
CONCORD, N. H.

NAME AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Benjamin A. Kimball, *President*, Concord, N. H. John F. Webster, *Treasurer and Clerk of Corporation*, Concord, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Benjamin A. Kimball, Concord, N. H. John F. Webster, Concord, N. H.
Fred S. Heath, Concord, N. H. Frank A. Merrill, Concord, N. H. William
C. Wendt, Concord, N. H. Harry H. Dudley, Concord, N. H. Herman F.
Straw, Manchester, N. H.

We hereby certify that the statements contained in the foregoing return are full, just and true.

BENJAMIN A. KIMBALL,
JOHN F. WEBSTER,
FRED S. HEATH,
FRANK A. MERRILL,
JOHN F. WEBSTER,
Directors.
Treasurer.

STATE OF NEW HAMPSHIRE.

MERRIMACK, SS. CONCORD, Oct. 4, 1905. Then personally appeared the above-named Benjamin A. Kimball, John F. Webster, Fred S. Heath and Frank A. Merrill, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEORGE E. SHEPARD,
Notary Public.

RETURN

OF THE

NASHUA & LOWELL RAILROAD CORPORATION

FOR THE YEAR ENDING JUNE 30, 1905.

[Leased to and operated by the Boston & Maine.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|---------------------|
| Rental received from lease of road, | \$73,000 00 |
| Dividends received on stocks owned: Boston & Maine R.R., | 1,572 00 |
| Interest received on bonds owned: Maine Central R.R. Co., | 100 00 |
| Income from other sources: office rent, \$30; interest, \$963.78, | 993 78 |
| GROSS INCOME, | \$75,665 78 |
| Expenses and charges upon income accrued during the year: | |
| salaries and maintenance of organization, | 901 70 |
| NET DIVISIBLE INCOME, | \$74,764 08 |
| Dividends declared (9 per cent), | 72,000 00 |
| Surplus for the year ending June 30, 1905, | \$2,764 08 |
| Amount of surplus June 30, 1904, | 166,226 59 |
| Credits to profit and loss account during the year: matured interest coupons unpaid, | 12 00 |
| TOTAL SURPLUS JUNE 30, 1905, | \$169,002 67 |
| GENERAL BALANCE SHEET JUNE 30, 1905. | |
| ASSETS. | DR. |
| Cost of road, | \$684,242 07 |
| Cost of equipment, | 218,242 95 |
| TOTAL PERMANENT INVESTMENTS, | \$902,485 02 |
| Cash, | \$4,829 15 |
| Stock and bonds, | 62,545 00 |
| TOTAL CASH AND CURRENT ASSETS, | 67,374 15 |
| TOTAL, | \$969,859 17 |

| LIABILITIES. | | CR. | |
|--|--------------|-----|--------------|
| Capital stock, | | | \$800,000 00 |
| Current liabilities: dividends not called for, | | | 856 50 |
| Profit and loss balance (surplus), | | | 169,002 67 |
| TOTAL, | | | \$969,859 17 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$800,000 00 | | |
| Capital stock authorized by votes of company, | 800,000 00 | | |
| Capital stock issued and outstanding, | | | \$800,000 00 |
| Number of shares issued and outstanding, | 8,000 | | |
| Number of stockholders, | 416 | | |
| Number of stockholders in Massachusetts, | 240 | | |
| Amount of stock held in Massachusetts, | \$562,800 00 | | |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massa- chusetts. |
|--|------------------|------------------------|
| Length of main line, | Miles. 14.500 | Miles. 9.250 |
| Length of second track, | 14.500 | 9.250 |
| Length of side track, etc., | 13.060 | 8.160 |
| TOTAL LENGTH OF TRACK OWNED, | 42.060 | 26.660 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NASHUA & LOWELL RAILROAD CORPORATION,
50 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

David P. Kimball, *President*, 35 Congress Street, Boston, Mass. John Brooks, *Treasurer*, 50 State Street, Boston, Mass. Walter A. Lovering, *Clerk of Corporation*, Nashua, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

David P. Kimball, Boston, Mass. Alfred S. Hall, Winchester, Mass. Edward A. Newell, Wilton, N. H. Frederick Brooks, Boston, Mass. John Brooks, Cambridge, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

ALFRED S. HALL,
FRED. BROOKS,
JOHN BROOKS,

Directors.

JOHN BROOKS,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. SEPT. 16, 1905. Then personally appeared the above-named Alfred S. Hall, John Brooks and Fred. Brooks, directors, and John Brooks, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HARRY C. FABYAN,
Notary Public.

RETURN OF THE NEWBURYPORT RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

[Leased to and operated by the Boston & Maine. Its operations are included in the return of that road, being so intimately connected that separate accounts are not kept.]

| GENERAL BALANCE SHEET JUNE 30, 1905. | | | | |
|---|--|--------------|-----|--------------|
| ASSETS. | | | DR. | |
| Cost of road, | | | | \$597,386 32 |
| TOTAL, | | | | \$597,386 32 |
| LIABILITIES. | | | CR. | |
| Capital stock, | | | | \$220,340 02 |
| Funded debt, | | | | 300,000 00 |
| Profit and loss balance (surplus), | | | | 77,046 30 |
| TOTAL, | | | | \$597,386 32 |
| CAPITAL STOCK. | | | | |
| Capital stock authorized by law, | | \$430,000 00 | | |
| Capital stock authorized by votes of company, | | 202,100 00 | | |
| Capital stock issued and outstanding, | | | | \$200,900 00 |
| Amount paid in on shares not yet issued, | | | | 19,440 02 |
| TOTAL CAPITAL STOCK LIABILITY, | | | | \$220,340 02 |
| Number of shares issued and outstanding, | | 2,009 | | |
| Number of stockholders, | | 114 | | |
| Number of stockholders in Massachusetts, | | 113 | | |
| Amount of stock held in Massachusetts, | | \$200,800 00 | | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| Mortgage bonds, | 6 | Nov. 15, 1852, | \$3,900 00 | - |
| Mortgage bonds, | 6 | Oct. 16, 1854, | 30,200 00 | - |
| Mortgage bonds, | 6 | Dec. 15, 1857, | 113,100 00 | - |
| Mortgage bonds, | 6 | March 1, 1870, | 298,600 00 | - |
| TOTALS, | | | \$445,800 00* | - |

* All of which are owned by the Boston & Maine Railroad and for which the liability of the Newburyport Railroad Company at the termination of the lease is \$300,000.

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|--|--------|-------------------|
| | Miles. | Miles. |
| Length of main line, | 26.980 | 26.980 |
| Length of side track, etc., | 5.180 | 5.180 |
| TOTAL LENGTH OF TRACK OWNED, | 32.160 | 32.160 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEWBURYPORT RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Lucius Tuttle, *President*, Boston, Mass. Herbert E. Fisher, *Treasurer*, Boston, Mass. William B. Lawrence, *Clerk of Corporation*, Boston, Mass. William J. Hobbs, *Auditor*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Lucius Tuttle, Boston, Mass. Samuel C. Lawrence, Medford, Mass. Walter Hunnewell, Wellesley, Mass. Henry M. Whitney, Brookline, Mass. Henry R. Reed (died March 14, 1905). Joseph H. White, Brookline, Mass. William J. Hobbs, Malden, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

LUCIUS TUTTLE,
SAMUEL C. LAWRENCE,
RICHARD OLNEY,
HENRY M. WHITNEY,
WM. J. HOBBS,
JOSEPH H. WHITE, *Directors.*
HERBERT E. FISHER, *Treasurer.*
WM. J. HOBBS, *Auditor.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, July 27, 1905. Then personally appeared the above-named Lucius Tuttle, Samuel C. Lawrence, Henry M. Whitney, Joseph H. White, William J. Hobbs and Richard Olney, directors of the Newburyport Railroad Company, and Herbert E. Fisher, its treasurer, and William J. Hobbs, its auditor, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM B. LAWRENCE,
Justice of the Peace.

RETURN

OF THE

NEW ENGLAND RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

[Leased to and operated by the New York, New Haven & Hartford.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-----------------|
| Rental received from lease of road, | \$999,856 11 |
| Expenses and charges upon income accrued during the year: | |
| Salaries and maintenance of organization, . . . \$1,792 94 | |
| Interest on funded debt, 848,063 17 | |
| TOTAL EXPENSES AND CHARGES UPON INCOME, . . . | 849,856 11 |
| NET DIVISIBLE INCOME, | \$150,000 00 |
| Dividends declared (3 per cent on preferred stock), . . . | \$150,000 00 |
| Amount of deficit June 30, 1904, | \$351,550 99 |
| Credits to profit and loss account during the year: | |
| Premium on \$12,500,000 consolidated mortgage bonds, . . . \$1,364,632 95 | |
| Closing account of Norwich & New York Transportation Company, . . . 35,957 22 | |
| TOTAL CREDITS, | 1,400,590 17 |
| TOTAL SURPLUS JUNE 30, 1905, | \$1,049,039 18 |
| GENERAL BALANCE SHEET JUNE 30, 1905. | |
| ASSETS. | DR. |
| Cost of road, | \$38,411,099 00 |
| Cost of equipment (appraised value), | 2,416,608 87 |
| Underlying lien, being mortgage of the New York & New England Railroad Company, | 1,500,000 00 |
| TOTAL PERMANENT INVESTMENTS, | \$42,327,707 87 |
| Due from solvent companies and individuals, . . \$1,835,117 23 | |
| Sinking and other special funds, 130 00 | |
| Other cash assets, 886,214 08 | |
| TOTAL CASH AND CURRENT ASSETS, | 2,721,461 31 |
| TOTAL, | \$45,049,169 18 |

| LIABILITIES. | | CR. |
|--|-----------------|------------------------|
| Capital stock, common, | \$20,000,000 00 | |
| Capital stock, preferred, | 5,000,000 00 | |
| TOTAL CAPITAL STOCK, | | \$25,000,000 00 |
| Funded debt, | | 17,500,000 00 |
| Mortgage debt of the New York & New England Railroad Co., | | 1,500,000 00 |
| Current liabilities: matured interest coupons unpaid (including coupons due July 1), | | 130 00 |
| Profit and loss balance (surplus), | | 1,049,039 18 |
| TOTAL, | | \$45,049,169 18 |

| PROPERTY ACCOUNTS. | | |
|--|--------------|---------------------|
| Additions to construction account: | | |
| Grading and masonry, | \$220,076 68 | |
| Bridging, | 86,804 31 | |
| Superstructure, including rails, | 5,256 61 | |
| Lands, land damages and fences, | 152,391 43 | |
| Passenger and freight stations, coal sheds and water stations, | 12,997 17 | |
| Engine-houses, car-houses and turn-tables, | 60 51 | |
| Elimination of grade crossings, etc., | 27,812 12 | |
| Other additions to construction account: sundry expenses, | 7,488 38 | |
| TOTAL ADDITIONS TO CONSTRUCTION ACCOUNT, | | \$512,887 21 |

| CAPITAL STOCK. | | |
|--|------------------------|--|
| Capital stock authorized by law, common, | \$20,000,000 00 | |
| Capital stock authorized by law, preferred, | 5,000,000 00 | |
| Total capital stock authorized by law, | \$25,000,000 00 | |
| Capital stock authorized by votes of company, common, | \$20,000,000 00 | |
| Capital stock authorized by votes of company, preferred, | 5,000,000 00 | |
| Total capital stock authorized by vote, | \$25,000,000 00 | |
| Capital stock issued and outstanding, common, | \$20,000,000 00 | |
| Capital stock issued and outstanding, preferred, | 5,000,000 00 | |
| Total capital stock outstanding, | \$25,000,000 00 | |
| Number of shares issued and outstanding, common, | 200,000 | |
| Number of shares issued and outstanding, preferred, | 50,000 | |
| Total number of shares outstanding, ————— | 250,000 | |
| Number of stockholders, common, | 17 | |
| Number of stockholders, preferred, | 6 | |
| Total number of stockholders, | 23 | |

| | | |
|---|-------------|---|
| Number of stockholders in Massachusetts, common, | 5 | |
| Number of stockholders in Massachusetts, preferred, | 4 | |
| Total stockholders in Massachusetts, ————— | | 9 |
| Amount of stock held in Massachusetts, common, | \$25,100 00 | |
| Amount of stock held in Massachusetts, preferred, | 8,900 00 | |
| Total stock held in Massachusetts, | \$34,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Accrued during the Year. |
|--|-------------------|-------------------|---------------------|-----------------------------------|
| | Per Cent. | | | |
| Consolidated mortgage bonds, | 5 | July 1, 1945, | \$7,500,000 00 | \$258,063 17 |
| Consolidated mortgage bonds, | 4 | July 1, 1945, | 10,000,000 00 | 200,000 00 |
| TOTALS, | | | \$17,500,000 00 | \$458,063 17 |

Mortgage Debt of the New York & New England Railroad Company.

| | | | | |
|---|-----------|----------------|----------------|--------------|
| First mortgage bonds (\$6,000,000), | 7 | Jan. 1, 1905, | *— | \$210,000 00 |
| First mortgage bonds (\$4,000,000), | 6 | Jan. 1, 1905, | *— | 120,000 00 |
| Boston Terminal first mortgage bonds, | 4 | April 1, 1939, | \$1,500,000 00 | 60,000 00 |
| TOTALS, | | | \$1,500,000 00 | \$390,000 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|--|-------------------|-------------------|
| Length of main line, | Miles. 215.360 | Miles. 50.630 |
| Length of branch line, | 143.890 | 52.320 |
| TOTAL LENGTH OF LINE OWNED, | 359.250 | 102.950 |
| Length of second track, | 121.260 | 51.670 |
| Length of side track, etc., | 206.810 | 82.220 |
| TOTAL LENGTH OF TRACK OWNED, | 687.320 | 236.840 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEW ENGLAND RAILROAD COMPANY,

BOSTON, MASS.

* Refunded as above.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles S. Mellen, *President*, New Haven, Conn. Fayette S. Curtis, *Vice-President*, New Haven, Conn. George B. Phippen, *Treasurer*, Boston, Mass. John G. Parker, *Secretary*, New Haven, Conn.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles F. Choate, Boston, Mass. Frank W. Cheney, South Manchester, Conn. D. Newton Barney, Farmington, Conn. J. Pierpont Morgan, New York, N. Y. Charles S. Mellen, New Haven, Conn. George J. Brush, New Haven, Conn. Nathaniel Thayer, Boston, Mass. Charles F. Brooker, Ansonia, Conn. Fayette S. Curtis, New Haven, Conn. Robert W. Taft, Providence, R. I. Robert Knight, Providence, R. I.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHARLES S. MELLEN,
CHAS. F. BROOKER,
J. PIERPONT MORGAN,
CHARLES F. CHOATE,
GEO. J. BRUSH,
D. NEWTON BARNEY,
ROBT. W. TAFT,
N. THAYER,
GEO. B. PHIPPEN,
Directors.
Treasurer.

STATE OF NEW YORK.

CITY AND COUNTY OF NEW YORK, ss. SEPT. 16, 1905. Then personally appeared the above-named Charles S. Mellen, Chas. F. Brooker, J. Pierpont Morgan, Charles F. Choate, Geo. J. Brush, D. Newton Barney, Robt. W. Taft and N. Thayer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK E. HALL,
Notary Public, New York County.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 20, 1905. Then personally appeared the above-named George B. Phippen, treasurer, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

ARTHUR P. RUSSELL,
Justice of the Peace.

RETURN

OF THE

NEW HAVEN & NORTHAMPTON COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

[Leased to and operated by the New York, New Haven & Hartford.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|----------------|
| Rental received from lease of road, | \$296,317 28 |
| Dividends received on stocks owned, | 2,980 00 |
| GROSS INCOME, | \$299,297 28 |
| Expenses and charges upon income accrued during the year: | |
| Salaries and maintenance of organization, | \$180 50 |
| Interest on funded debt, | 142,000 00 |
| Rentals paid Holyoke & Westfield Railroad, | 40,917 28 |
| Other expenses and charges upon income: | |
| contribution to sinking fund, | 15,000 00 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | 198,097 78 |
| NET DIVISIBLE INCOME, | \$101,199 50 |
| Dividends declared (4 per cent.), | 98,400 00 |
| Surplus for the year ending June 30, 1905, | \$2,799 50 |
| Amount of surplus June 30, 1904, | 1,555,318 95 |
| TOTAL SURPLUS JUNE 30, 1905, | \$1,558,118 45 |
| GENERAL BALANCE SHEET JUNE 30, 1905. | |
| ASSETS. | DR. |
| Cost of road, | \$5,731,586 62 |
| Cost of equipment, | 850,430 62 |
| Stock of Holyoke & Westfield R.R., | \$20,000 00 |
| Stock of New York, New Haven & Hartford R.R., | 14,893 75 |
| Stock of Southington Water Co., | 1,000 00 |
| | 35,893 75 |
| TOTAL PERMANENT INVESTMENTS, | \$6,617,910 99 |
| Cash, | \$207 46 |
| Sinking and other special funds, | 390,000 00 |
| TOTAL CASH AND CURRENT ASSETS, | 390,207 46 |
| TOTAL, | \$7,008,118 45 |

| LIABILITIES. | | Cr. |
|---|----------------|----------------|
| Capital stock, | | \$2,460,000 00 |
| Funded debt, | | 2,600,000 00 |
| Sinking and other special funds: consolidated 6 per cent. bonds, | | 390,000 00 |
| Profit and loss balance (surplus), | | 1,558,118 45 |
| TOTAL, | | \$7,008,118 45 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$5,000,000 00 | |
| Capital stock authorized by votes of company, | 2,460,000 00 | |
| Capital stock issued and outstanding, | | \$2,460,000 00 |
| Number of shares issued and outstanding, | 24,600 | |
| Number of stockholders, | 1* | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| Mortgage and sinking fund bonds, | 6 | April 1, 1909, | \$1,200,000 00 | \$72,000 00 |
| Northern extension, | 5 | April 1, 1911, | 700,000 00 | 35,000 00 |
| Convertible,† | 5 | July 1, 1904, | 700,000 00 | 35,000 00 |
| TOTALS, | | | \$2,600,000 00 | \$142,000 00 |

SINKING FUNDS.

| | |
|--|--------------|
| Amount June 30, 1904, of consolidated mortgage sinking fund, | \$375,000 00 |
| Additions during the year to consolidated mortgage sinking fund, | 15,000 00 |
| TOTAL SINKING FUNDS JUNE 30, 1905, | \$390,000 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|--|---------|-------------------|
| | Miles. | Miles. |
| Length of main line, | 94.640 | 43.380 |
| Length of branch line, | 31.670 | 17.580 |
| TOTAL LENGTH OF LINE OWNED, | 126.310 | 60.960 |
| Length of side track, etc., | 56.530 | 29.200 |
| TOTAL LENGTH OF TRACK OWNED, | 182.840 | 90.160 |

* The New York, New Haven & Hartford Railroad Company.

† Redeemed and held by lessees.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEW HAVEN & NORTHAMPTON COMPANY,
NEW HAVEN, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles S. Mellen, *President*, New Haven, Conn. Charles F. Brooker, *Vice-President*, Ansonia, Conn. Edward A. Ray, *Treasurer and Secretary*, New Haven, Conn.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George J. Brush, New Haven, Conn. A. Heaton Robertson, New Haven, Conn. John M. Hall (deceased). Charles F. Brooker, Ansonia, Conn. D. Newton Barney, Farmington, Conn. Arthur D. Osborne, New Haven, Conn. Charles S. Mellen, New Haven, Conn. Frank W. Cheney, South Manchester, Conn. William Skinner, Holyoke, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHARLES S. MELLEN,
GEO. J. BRUSH,
D. NEWTON BARNEY,
CHAS. F. BROOKER,
ARTHUR D. OSBORNE,
WILLIAM SKINNER,

Directors.

EDWARD A. RAY,
Treasurer.

STATE OF NEW YORK.

CITY AND COUNTY OF NEW YORK, ss. Sept. 16, 1905. Then personally appeared the above-named Charles S. Mellen, Geo. J. Brush, D. Newton Barney, Charles F. Brooker, Arthur D. Osborne and William Skinner, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK E. HALL,
Notary Public.

STATE OF CONNECTICUT.

CITY AND COUNTY OF NEW HAVEN, ss. On this 18th day of September in the year one thousand nine hundred and five before me personally came Edward A. Ray, to me known, and known to me to be the individual described in, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

C. H. HEMPSTEAD,
Notary Public.

RETURN

OF THE

NEW LONDON NORTHERN RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

[Leased to and operated by the Central Vermont.]

| | |
|--|----------------|
| GENERAL EXHIBIT FOR THE YEAR (LESSEE'S ACCOUNT). | |
| Gross earnings from operation, | \$1,054,301 65 |
| Operating expenses, | 943,551 49 |
| NET EARNINGS FROM OPERATION, | \$110,750 16 |
| Miscellaneous income, less expense of collecting: rents, etc., | 25,781 82 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$136,531 98 |
| Charges upon income accrued during the year: | |
| Taxes, | \$47,839 35 |
| Rentals of New London Northern Railroad, | 203,952 50 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 251,791 85 |
| DEFICIT FOR THE YEAR ENDING JUNE 30, 1905, | \$115,259 87 |
| GENERAL EXHIBIT FOR THE YEAR (LESSOR'S ACCOUNT). | |
| Rental received from lease of road, | \$213,802 50 |
| Income from other sources: interest, | 761 49 |
| GROSS INCOME, | \$214,563 99 |
| Expenses and charges upon income accrued during the year: | |
| Salaries and maintenance of organization, | \$6,471 67 |
| Interest on funded debt, | 68,120 00 |
| Interest and discount on unfunded debts and loans, | 400 00 |
| Other expenses and charges upon income: | |
| interest one month on West River Railroad bonds, | 250 00 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | 75,241 67 |
| NET DIVISIBLE INCOME, | \$139,322 32 |
| Dividends declared (9 per cent), | 135,000 00 |
| Surplus for the year ending June 30, 1905, | \$4,322 32 |
| Amount of surplus June 30, 1904, | 522,304 32 |
| TOTAL SURPLUS JUNE 30, 1905, | \$526,626 64 |

EARNINGS FROM OPERATION (LESSEE'S ACCOUNT).

| DEPARTMENT OF SERVICE. | Gross Receipts. | Deductions. | Earnings. |
|--|-----------------|-------------|----------------|
| Passenger service: | | | |
| Gross receipts from passengers, | \$194,562 69 | | |
| Deductions: | | | |
| Tickets redeemed, | | \$216 87 | |
| Excess fares refunded, | | 2,261 35 | |
| Total deductions, | | \$2,478 22 | |
| NET REVENUE FROM PASSENGERS, | | | \$192,084 47 |
| From mails, | \$17,928 32 | | |
| From express, | 20,027 13 | | |
| From extra baggage and storage, | 2,296 46 | | |
| | | | 40,251 91 |
| TOTAL EARNINGS, PASSENGER SERVICE, | | | \$232,336 38 |
| Freight service: | | | |
| Gross receipts from freight, | \$834,102 21 | | |
| Deductions: | | | |
| Overcharge to shippers, | | \$12,136 94 | |
| TOTAL EARNINGS, FREIGHT SERVICE, | | | 821,965 27 |
| GROSS EARNINGS FROM OPERATION, | | | \$1,054,301 65 |

EXPENSES OF OPERATION (LESSEE'S ACCOUNT).

| | |
|--|--------------|
| General expenses: | |
| Salaries of general officers, | \$5,135 92 |
| Salaries of clerks and attendants, | 12,110 35 |
| General office expenses and supplies, | 1,827 23 |
| Insurance, | 4,436 96 |
| Law expenses, | 2,457 76 |
| Stationery and printing (general offices), | 1,468 67 |
| Other general expenses, | 220 81 |
| TOTAL, | \$27,657 70 |
| Maintenance of way and structures: | |
| Repairs of roadway, | \$50,509 44 |
| Renewals of rails, | 22,593 57 |
| Renewals of ties, | 10,097 67 |
| Repairs and renewals of bridges and culverts, | 82,259 48 |
| Repairs and renewals of fences, road crossings, signs and cattle guards, | 7,159 97 |
| Repairs and renewals of buildings and fixtures, | 6,722 96 |
| Repairs and renewals of docks and wharves, | 1,114 73 |
| Repairs and renewals of telegraph, | 293 47 |
| Stationery and printing, | 131 97 |
| TOTAL, | \$180,883 26 |
| Maintenance of equipment: | |
| Superintendence, | \$5,808 48 |
| Repairs and renewals of locomotives, | 9,087 36 |
| Repairs and renewals of passenger cars, | 4,746 54 |
| Repairs and renewals of freight cars, | 9,869 80 |
| Repairs and renewals of work cars, | 217 37 |

Maintenance of equipment — *Concluded.*

| | |
|---|----------|
| Repairs and renewals of shop machinery and tools, . . . | \$484 55 |
| Stationery and printing, | 326 91 |
| Other expenses of maintaining equipment, | 4,244 25 |

TOTAL, **\$34,785 26**

Conducting transportation :

| | |
|--|-------------|
| Superintendence, | \$14,587 04 |
| Engine and roundhouse men, | 54,005 00 |
| Fuel for locomotives, | 173,854 93 |
| Water supply for locomotives, | 5,338 07 |
| Oil, tallow and waste for locomotives, | 2,399 68 |
| Other supplies for locomotives, | 914 05 |
| Train service, | 49,316 02 |
| Train supplies and expenses, | 8,198 55 |
| Switchmen, flagmen and watchmen, | 15,976 60 |
| Telegraph expenses, | 13,671 09 |
| Station service, | 202,130 46 |
| Station supplies, | 9,602 77 |
| Car per diem and mileage — balance, | 35,843 60 |
| Hire of equipment — balance, | 37,106 37 |
| Loss and damage, | 21,810 57 |
| Injuries to persons, | 11,116 15 |
| Clearing wrecks, | 1,886 32 |
| Advertising, | 2,243 14 |
| Outside agencies, | 13,789 46 |
| Commissions, | 620 73 |
| Rentals for tracks, yards and terminals, | 19,044 36 |
| Stationery and printing, | 6,721 66 |
| Other expenses of conducting transportation, | 48 65 |

TOTAL, **\$700,225 27**

Recapitulation :

| | |
|--|-------------|
| General expenses, | \$27,657 70 |
| Maintenance of way and structures, | 180,883 26 |
| Maintenance of equipment, | 34,785 26 |
| Conducting transportation, | 700,225 27 |

TOTAL OPERATING EXPENSES, **\$943,551 49**

Percentage of operating expenses to gross earnings, **87.00**

GENERAL BALANCE SHEET JUNE 30, 1905 (LESSOR'S ACCOUNT).

| ASSETS. | | DR. |
|---|-------------|-----------------------|
| Cost of road, | | \$3,064,629 47 |
| Cost of equipment, | | 248,420 44 |
| Stock of West River Railroad Company, | | 150,000 00 |
| Other permanent property: steamboat property, | | 5,000 00 |
| TOTAL PERMANENT INVESTMENTS, | | \$3,468,049 91 |
| Cash, | \$75,025 00 | |
| Due from solvent companies and individuals, | 202 21 | |
| TOTAL CASH AND CURRENT ASSETS, | | 75,227 21 |
| TOTAL, | | \$3,543,277 12 |

| LIABILITIES. | | CR. | |
|--|-------------|-----|----------------|
| Capital stock, | | | \$1,500,000 00 |
| Funded debt, | | | 1,500,000 00 |
| Current liabilities: | | | |
| Loans and notes payable, | \$10,000 00 | | |
| Audited vouchers and accounts, | 333 34 | | |
| Dividends not called for, | 5,757 80 | | |
| Matured interest coupons unpaid, | 309 34 | | |
| TOTAL CURRENT LIABILITIES, | | | 16,400 48 |
| Accrued liabilities: interest accrued and not yet due, | | | 250 00 |
| Profit and loss balance (surplus), | | | 526,626 64 |
| TOTAL, | | | \$3,543,277 12 |

CAPITAL STOCK (LESSOR'S ACCOUNT).

| | | |
|---|----------------|----------------|
| Capital stock authorized by law, | \$2,000,000 00 | |
| Capital stock authorized by votes of company, | 1,500,000 00 | |
| Capital stock issued and outstanding, | | \$1,500,000 00 |
| Number of shares issued and outstanding, | 15,000 | |
| Number of stockholders, | 394 | |
| Number of stockholders in Massachusetts, | 193 | |
| Amount of stock held in Massachusetts, | \$742,600 00 | |

FUNDED DEBT (LESSOR'S ACCOUNT).

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|-------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| Consolidated bonds, | 5 | July 1, 1910, | \$812,000 00 | \$40,600 00 |
| Consolidated bonds, | 4 | July 1, 1910, | 688,000 00 | 27,520 00 |
| TOTALS, | | | \$1,500,000 00 | \$68,120 00 |

VOLUME OF TRAFFIC, ETC. (LESSEE'S ACCOUNT).

| | | |
|--|----------------|---------------|
| Passenger traffic: | | |
| Number of passengers carried paying revenue, | | 483,774 |
| Number of passengers carried one mile, | | 7,945,594 |
| Number of passengers carried one mile per mile of road operated, | | 65.666 |
| Average length of journey per passenger, | | 16.400 miles. |
| Average amount received per passenger per mile carried, | | 2.417 cents. |
| Passenger earnings (gross) per mile of road operated, | \$1,881 27.000 | |
| Passenger earnings (gross) per passenger-train mile run, | | 75.444 |
| Freight traffic: | | |
| Number of tons of freight hauled earning revenue, | | 1,323,393 |
| Number of tons of freight hauled one mile, | | 55,737,049 |

Freight traffic — *Concluded.*

| | |
|--|----------------|
| Number of tons of freight hauled one mile per mile of road operated, | 451,312 |
| Average length of haul per ton, | 42.120 miles. |
| Average amount received per ton per mile hauled, | 1.474 cents. |
| Freight earnings (gross) per mile of road operated, | \$6,655 59 000 |
| Freight earnings (gross) per freight-train mile run, | 1 98.072 |

Operating expenses :

| | |
|--|--------------|
| Operating expenses per mile of road operated, | 7,640 09.000 |
| Operating expenses per revenue-train mile run, | 1 23.870 |

Train mileage:

| | |
|--|---------|
| Miles run by passenger trains, | 307,957 |
| Miles run by freight trains, | 453,767 |
| Total mileage of trains earning revenue, | 761,724 |
| Miles run by switching trains, | 191,601 |
| Total train mileage, | 953,325 |

Fares and freights:

| | |
|--|--------------|
| Average rate of fare per mile received for local and trip tickets, | 2.920 cents. |
| Average rate of fare per mile received for mileage tickets, | 2.000 “ |
| Average rate of fare per mile received for time and commutation tickets, | 1.200 “ |
| Average rate of fare per mile received for interline tickets, | 2.070 “ |

Employees:

| | |
|---|-----|
| Average number of persons employed, | 788 |
|---|-----|

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED (LESSOR'S ACCOUNT). | Total. | In Massachusetts. |
|---|-------------------|-------------------|
| Length of main line, | Miles. 121.000 | Miles. 54.900 |
| Length of side track, etc., | 38.700 | 13.500 |
| TOTAL LENGTH OF TRACK OWNED, | 159.700 | 68.400 |
| RAILROAD OPERATED (LESSEE'S ACCOUNT). | | |
| Length of main line, | 121.000 | 54.900 |
| Length of side track, etc., | 38.700 | 13.500 |
| TOTAL LENGTH OF TRACK OPERATED, | 159.700 | 68.400 |

DESCRIPTION OF EQUIPMENT (LESSOR'S ACCOUNT).

| ROLLING STOCK. | Total Owned and Leased. | Equipped with Power Driving-wheel Brakes. | Maximum Weight. | Average Weight. | Equipped with Power Train Brakes. | Equipped with Automatic Couplers. | Name of Coupler Used. |
|--|-------------------------|---|-----------------|-----------------|-----------------------------------|-----------------------------------|-----------------------|
| LOCOMOTIVES. | | | | | | | |
| Passenger, | 2 | 2 | Lbs. 140,000 | L 134,000 | - | - | - |
| Freight, | 9 | 9 | 184,000 | 170,000 | - | - | - |
| Switching, etc., | 1 | 1 | 118,000 | 118,000 | - | - | - |
| TOTAL, | 12 | 12 | - | - | - | - | - |
| CARS — PASSENGER SERVICE. | | | | | | | |
| Passenger cars, | 5 | - | - | - | 5 | 5 | Tower. |
| Combination cars, | 8 | - | - | - | 8 | 6 | Tower. |
| Baggage, express and mail cars, | 2 | - | - | - | 2 | 2 | Miller. |
| Other cars in passenger service, | 6 | - | - | - | 6 | 4 | Tower. |
| | | | | | | 2 | Miller. |
| TOTAL, | 21 | - | - | - | 21 | 21 | - |
| CARS — FREIGHT SERVICE. | | | | | | | |
| Box cars, | 39 | - | - | - | - | 18 | Trojan. |
| | | | | | | 21 | Detroit. |
| Flat cars, | 6 | - | - | - | 1 | 4 | Detroit. |
| | | | | | | 2 | Trojan. |
| Coal cars, | 108 | - | - | - | 8 | 53 | Trojan. |
| | | | | | | 55 | Detroit. |
| TOTAL, | 153 | - | - | - | 9 | 153 | - |
| CARS — COMPANY'S SERVICE. | | | | | | | |
| Derrick cars, | 1 | - | - | - | - | 1 | Detroit. |
| Caboose cars, | 7 | - | - | - | - | 7 | Detroit. |
| Other cars in company's service, | 31 | - | - | - | - | 8 | Detroit. |
| TOTAL, | 39 | - | - | - | - | 16 | - |

RAILROAD CROSSINGS IN MASSACHUSETTS (LESSOR'S ACCOUNT).

| | |
|---|--------------|
| <i>Crossings with Highways.</i> | |
| Number of crossings of railroad with highways at grade, | 45 |
| Number of highway grade crossings protected by flagmen, | 3 |
| Number of highway grade crossings protected by electric signals only, | 1 |
| Number of highway grade crossings unprotected, | 41 |
| Number of highway bridges 18 feet (or more) above track, | 6 |
| Number of highway bridges less than 18 feet above track, | 2 |
| Height of lowest highway bridge above track, | 17 ft. 3 in. |

Crossings with Other Railroads.

Crossings of railroad with other railroads at grade (3 in number), viz. :

Boston & Albany, Palmer. Boston & Albany, Barrett's Junction. Boston & Maine, South Vernon.

Number of above crossings at which interlocking signals are established, Boston & Albany at Palmer.

NEW BRIDGES BUILT DURING THE YEAR (LESSEE'S ACCOUNT).

| NUMBER AND LOCATION. | Description of Bridge Replaced. | Description of New Bridge. | Length of Spans and Number of Tracks.* | By Whom Built. |
|----------------------|--|--|--|------------------------------|
| 79½, Dwigths, . | Overhead high-way stringers on framed bents. | Same as old, . | About 60 feet, . | Central Vermont Ry. Company. |
| 87, Montague, . | Stringers on masonry. | Same as old, . | 68 ft. 6 in., . | Central Vermont Ry. Company. |
| 90,† Millers Falls, | 3-span deck riveted lattice and two plate girders. | 3-span deck pin connected. | 569 ft. 2½ in., . | American Bridge Company. |
| 95, Northfield, . | 6-span deck Howe trusses. | 4-span deck pin connected and 2 plate girders. | 750 ft. 4 in., . | American Bridge Company. |

BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR (LESSEE'S ACCOUNT).

| NUMBER AND LOCATION. | Description of Bridge. | Description of Work Done. |
|----------------------|--------------------------------|--|
| 82, Amherst, . . | Stringers on masonry, 52 feet, | New ballast walls, stringers and guards. |

ACCIDENTS TO PERSONS (LESSEE'S ACCOUNT.)

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | IN MASSACHUSETTS. | | | | | | TOTAL ON ALL LINES OPERATED. | |
|---------------------------|---|----------|--|----------|---------|----------|------------------------------------|----------|
| | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | | | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, . | - | - | - | - | - | - | - | - |
| Employees, . | 2 | 4 | - | 16 | 2 | 20 | 2 | 20 |
| Other persons, | - | 1 | 1 | 1 | 1 | 2 | 1 | 2 |
| TOTALS, . | 2 | 5 | 1 | 17 | 3 | 22 | 3 | 22 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEW LONDON NORTHERN RAILROAD COMPANY,

NEW LONDON, CONN.

* All bridges single track.

† Now in process of erection.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Walter C. Noyes, *President*, New London, Conn. John C. Averill, *Treasurer*, New London, Conn. Justus A. Southard, *Clerk of Corporation*, New London, Conn. Brandegee, Noyes & Brandegee, *General Counsel*, New London, Conn.

Officers of Lessees.

W. G. Crabbe, *General Auditor*, St. Albans, Vt. G. C. Jones, *General Manager*, St. Albans, Vt. J. E. Bently, *General Passenger Agent*, St. Albans, Vt. Robert L. Burnap, *General Freight Agent*, St. Albans, Vt. E. D. Nash, *Superintendent*, New London, Conn.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Walter C. Noyes, New London, Conn. Charles H. Osgood, Norwich, Conn. James A. Rumrill, Springfield, Mass. Thomas B. Eaton, Worcester, Mass. Edward C. Smith, St. Albans, Vt. John C. Averill, Norwich, Conn. Guilford Smith, South Windham, Conn. Frank B. Brandegee, New London, Conn. Justus A. Southard, New London, Conn.

We hereby certify that the statements contained in the foregoing return are full, just and true.

WALTER C. NOYES,
CHARLES H. OSGOOD,
JUSTUS A. SOUTHARD,
JOHN C. AVERILL,
JOHN C. AVERILL,
Directors.
Treasurer.

STATE OF CONNECTICUT.

COUNTY AND CITY OF NEW LONDON, ss. SEPT. 7, 1905. Then personally appeared the above-named Walter C. Noyes, Justus A. Southard, John C. Averill and Charles H. Osgood, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

LEONTINE A. ST. GERMAIN,
Notary Public.

RETURN

OF THE

NEW YORK, NEW HAVEN & HARTFORD RAILROAD
COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-----------------|
| Gross earnings from operation, | \$49,981,947 77 |
| Operating expenses, | 35,833,022 61 |
| NET EARNINGS FROM OPERATION, | \$14,148,925 16 |
| Dividends received on stocks owned: | |
| New York, Ontario & Western | |
| R.R. Co., common, | \$437,400 00 |
| New York, Ontario & Western | |
| R.R. Co., preferred, | 132 00 |
| Consolidated Railway Co., | 200,000 00 |
| Rockville R.R. Co., preferred, | 2,643 12 |
| Hartford & Connecticut West- | |
| ern R.R. Co., | 100 00 |
| Iron Works Aqueduct Co., | 5 50 |
| | \$640,280 62 |
| Interest received on bonds owned: | |
| New Haven Steamboat Co., | \$6,250 00 |
| New London Steamboat Co., | 1,320 00 |
| New England Navigation Co., | 1,839 45 |
| Stamford Street R.R. Co., | 937 50 |
| Consolidated Railway Co., | 38,552 22 |
| | 48,899 17 |
| Miscellaneous income, less ex- | |
| pense of collecting: | |
| Dividends on stocks leased: | |
| Old Colony Steamboat Co., | \$300,000 00 |
| Union Freight R.R., | 20,090 00 |
| New Bedford, Martha's | |
| Vineyard & Nantucket | |
| Steamboat Co., | 2,000 00 |
| Interest on deposits, ad- | |
| vances, etc., | 198,682 00 |
| Interest on bonds leased, | 13,500 00 |
| | 534,272 00 |
| TOTAL INCOME FROM SOURCES OTHER THAN OPERATION, | 1,223,451 79 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$15,372,376 95 |

| | | |
|--|----------------|------------------------|
| Charges upon income accrued during the year: | | |
| Interest on funded debt, | \$1,432,472 53 | |
| Interest and discount on unfunded debts and loans, | 435,384 96 | |
| Taxes, | 2,659,623 95 | |
| Rentals of leased roads,* | 4,136,843 07 | |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | | \$8,664,324 51 |
| NET DIVISIBLE INCOME, | | \$6,708,052 44 |
| Dividends declared during the year payable on — | | |
| September 30, 1904, 2 per cent on \$80,000,000, | \$1,600,000 00 | |
| December 31, 1904, 2 per cent on \$80,000,000, | 1,600,000 00 | |
| March 31, 1905, 2 per cent on \$80,000,000, | 1,600,000 00 | |
| June 30, 1905, 2 per cent on \$80,000,000, | 1,600,000 00 | |
| TOTAL DIVIDENDS DECLARED, | | 6,400,000 00 |
| Surplus for the year ending June 30, 1905, | | \$308,052 44 |
| Amount of surplus June 30, 1904, | | 14,649,036 67 |
| Credits to profit and loss account during the year: by amounts received in settlement of accounts prior to the present fiscal year, adjustments with leased lines and premium on sale of securities, | | |
| | | 161,508 75 |
| TOTAL SURPLUS JUNE 30, 1905, | | \$15,118,597 86 |

* RENTALS OF LEASED ROADS.

| NAME OF ROAD. | Total. | Less Dividend Received on Stock Owned, and Exchanged for N. Y. N. H. & H. R.R. Stock. | Less Interest on Bonds Owned. | Net Amount. |
|---|-----------------------|---|-------------------------------|-----------------------|
| Old Colony, | \$1,892,676 11 | \$443,646 00 | - | \$1,449,030 11 |
| New England, | 1,069,610 72 | 149,730 00 | \$69,754 61 | 850,126 11 |
| Boston & Providence, | 494,800 00 | 7,997 50 | - | 486,802 50 |
| Providence & Worcester, | 416,000 00 | - | - | 416,000 00 |
| Norwich & Worcester, | 290,099 45 | - | - | 290,099 45 |
| Naugatuck, | 284,617 12 | 103,950 00 | - | 180,667 12 |
| New Haven & Northampton, | 220,400 00 | 98,400 00 | - | 122,000 00 |
| Boston & New York Air Line, | 144,940 00 | 71,140 00 | - | 73,800 00 |
| Danbury & Norwalk, | 63,500 00 | 29,952 50 | - | 33,547 50 |
| New Haven & Derby, | 46,630 00 | 17,872 00 | - | 28,758 00 |
| Providence & Springfield, | 58,198 00 | 20,223 00 | 37,500 00 | 475 00 |
| Berkshire, | 36,250 00 | 15,418 50 | - | 20,831 50 |
| Holyoke & Westfield, | 41,007 88 | - | - | 41,007 88 |
| Stockbridge & Pittsfield, | 27,172 00 | 12,336 00 | - | 14,836 00 |
| Providence, Warren & Bristol, | 27,788 72 | 20,226 00 | - | 7,562 72 |
| Pawtuxet Valley, | 13,463 00 | 126 00 | 6,400 00 | 6,937 00 |
| Plymouth & Middleborough, | 11,350 00 | - | - | 11,350 00 |
| Nantasket Beach, | 6,250 00 | - | 6,250 00 | - |
| Woonsocket & Pascoag, | 5,000 00 | - | - | 5,000 00 |
| Milford & Woonsocket, | 4,700 00 | - | - | 4,700 00 |
| Chatham, | 3,750 79 | - | - | 3,750 79 |
| Milford, Franklin & Providence, | 2,300 00 | - | - | 2,300 00 |
| Colchester, | 1,750 00 | - | - | 1,750 00 |
| Central New England, | 49,000 00 | - | - | 49,000 00 |
| Dutchess County, | 9,245 84 | - | - | 9,245 84 |
| Harlem River & Port Chester, | 40,000 00 | - | 12,734 45 | 27,265 55 |
| | \$5,260,499 63 | \$991,017 50 | \$132,639 06 | \$4,136,843 07 |

EARNINGS FROM OPERATION.

| DEPARTMENT OF SERVICE. | Gross Receipts. | Deductions. | Earnings. |
|--|-----------------|--------------|-----------------|
| Passenger service: | | | |
| Gross receipts from passengers, | \$20,265,591 71 | | |
| Deductions: | | | |
| Tickets redeemed, | | \$188,890 18 | |
| Excess fares refunded, | | 68,121 75 | |
| Total deductions, | | \$257,011 93 | |
| NET REVENUE FROM PASSENGERS, | | | \$20,008,579 78 |
| From mails, | \$670,534 89 | | |
| From express, | 1,655,257 22 | | |
| From extra baggage and storage, | 182,405 75 | | |
| Other earnings, passenger service: | | | |
| Parlor, sleeping, dining and buffet cars, | 1,387,128 96 | | |
| Special trains, etc., | 242,547 89 | | |
| | | | 4,137,874 71 |
| TOTAL EARNINGS, PASSENGER SERVICE, | | | \$24,146,454 49 |
| Freight service: | | | |
| Gross receipts from freight, | \$25,173,073 09 | | |
| Deductions: | | | |
| Overcharge to shippers, | | \$112,148 92 | |
| Other repayments, | | 527,618 45 | |
| Total deductions, | | \$639,767 37 | |
| NET REVENUE FROM FREIGHT, | | | 24,533,305 72 |
| From elevators, | \$21,479 04 | | |
| Other earnings, freight service: | | | |
| Hoisting, | 345,007 74 | | |
| Switching, | 178,969 51 | | |
| Trackage, | 164,453 79 | | |
| Wharfage, | 28,256 20 | | |
| Weighing, | 32,821 09 | | |
| Miscellaneous, | 37,562 10 | | |
| | | | 808,549 47 |
| TOTAL EARNINGS, FREIGHT SERVICE, | | | \$25,341,855 19 |
| TOTAL PASSENGER AND FREIGHT EARNINGS, | | | \$49,488,309 68 |
| Other earnings from operation: | | | |
| Telegraph receipts, | \$46,885 59 | | |
| Rentals from buildings and other property, | 446,752 50 | | |
| TOTAL OTHER EARNINGS, | | | 493,638 09 |
| GROSS EARNINGS FROM OPERATION, | | | \$49,981,947 77 |

EXPENSES OF OPERATION.

| | |
|--|----------------|
| General expenses: | |
| Salaries of general officers, | \$191,068 06 |
| Salaries of clerks and attendants, | 423,638 02 |
| General office expenses and supplies, | 48,412 78 |
| Insurance, | 177,200 56 |
| Law expenses, | 138,959 80 |
| Stationery and printing (general offices), | 30,102 21 |
| Other general expenses: | |
| Real estate, | 51,384 72 |
| All other expenses, | 218,563 23 |
| TOTAL, | \$1,289,329 38 |

| | |
|--|------------------------|
| Maintenance of way and structures: | |
| Repairs of roadway, | \$2,537,063 29 |
| Renewals of rails, | 173,729 28 |
| Renewals of ties, | 555,834 30 |
| Repairs and renewals of bridges and culverts, | 909,838 51 |
| Repairs and renewals of fences, road crossings, signs and cattle guards, | 154,605 02 |
| Repairs and renewals of buildings and fixtures, | 679,330 77 |
| Repairs and renewals of docks and wharves, | 104,083 25 |
| Repairs and renewals of telegraph and telephone, | 14,982 69 |
| Stationery and printing, | 2,535 32 |
| Other expenses of maintaining way and structures: | |
| Incidentals, | 3,278 48 |
| Current conductors "electric," | 33,428 41 |
| TOTAL, | \$5,168,709 32 |
| Maintenance of equipment: | |
| Superintendence, | \$96,076 84 |
| Repairs and renewals of locomotives, | 2,157,859 53 |
| Repairs and renewals of passenger cars, | 976,652 46 |
| Repairs and renewals of freight cars, | 919,727 45 |
| Repairs and renewals of work cars, | 28,988 46 |
| Repairs and renewals of marine equipment, | 216,406 78 |
| Repairs and renewals of shop machinery and tools, | 231,796 04 |
| Stationery and printing, | 5,956 28 |
| Other expenses of maintaining equipment: | |
| Electrical equipment, | 10,755 92 |
| Shop expenses, heat, light, stationary engines, etc., | 443,745 78 |
| TOTAL, | \$5,087,965 54 |
| Conducting transportation: | |
| Superintendence, | \$401,404 37 |
| Engine and roundhouse men, | 3,271,704 55 |
| Fuel for locomotives, | 4,904,940 80 |
| Water supply for locomotives, | 235,471 92 |
| Oil, tallow and waste for locomotives, | 129,345 80 |
| Other supplies for locomotives, | 87,652 62 |
| Train service, | 2,831,954 37 |
| Train supplies and expenses, | 606,224 19 |
| Switchmen, flagmen and watchmen, | 2,136,905 87 |
| Telegraph and telephone expenses, | 440,285 77 |
| Station service, | 4,670,348 87 |
| Station supplies, | 340,466 76 |
| Car per diem and mileage — balance, | 1,555,753 37 |
| Loss and damage, | 172,245 93 |
| Injuries to persons, | 376,479 00 |
| Clearing wrecks, | 48,503 67 |
| Operating marine equipment, | 702,096 00 |
| Advertising, | 110,294 27 |
| Outside agencies, | 41,027 21 |
| Stock yards and elevators, | 12,125 95 |
| Rentals for tracks, yards and terminals, | 404,952 16 |
| Rentals of buildings and other property, | 51,120 31 |
| Stationery and printing, | 243,320 20 |
| Other expenses of conducting transportation: | |
| Electrical department, | 68,158 07 |
| All other expenses, | 444,236 34 |
| TOTAL, | \$24,287,018 37 |

| | |
|---|------------------------|
| Recapitulation : | |
| General expenses, | \$1,289,329 38 |
| Maintenance of way and structures, | 5,168,709 32 |
| Maintenance of equipment, | 5,087,965 54 |
| Conducting transportation, | 24,287,018 37 |
| TOTAL OPERATING EXPENSES, | \$35,833,022 61 |
| Percentage of operating expenses to gross earnings, . . . | 71.69 |

GENERAL BALANCE SHEET JUNE 30, 1905.

| ASSETS. | DR. |
|--|-----------------|
| Cost of road, | \$49,804,662 98 |
| Cost of equipment, | 18,945,498 23 |
| Stocks owned: | |
| New York, Ontario & Western R.R. Co., common, | \$13,105,185 62 |
| New York, Ontario & Western R.R. Co., preferred, | 3,212 00 |
| Consolidated R'y Co., | 10,095,933 42 |
| New England Navigation Co., | 4,448,469 39 |
| Providence Terminal Co., | 1,698,200 00 |
| Old Colony R.R. Co., | 1,439,801 75 |
| Berkshire R.R. Co., | 636,617 02 |
| Providence & Springfield R.R. Co., | 512,663 72 |
| Stockbridge & Pittsfield R.R. Co., | 489,214 14 |
| Boston & Providence R.R. Corporation, | 258,308 46 |
| Danbury & Norwalk R.R. Co., | 236,832 20 |
| Boston Terminal Co., | 200,000 00 |
| Rhode Island & Massachusetts R.R. Co., Massachusetts Division, | 191,700 00 |
| Rhode Island & Massachusetts R.R. Co., Rhode Island Division, | 189,299 50 |
| Naugatuck R.R. Co., | 106,606 65 |
| Woonsocket & Pascoag R.R. Co., | 100,000 00 |
| Middletown, Meriden & Waterbury R.R. Co., | 100,000 00 |
| Milford & Woonsocket R.R. Co., | 73,900 00 |
| New England R.R. Co., preferred, | 73,176 00 |
| New England R.R. Co., common, | 14,770 00 |
| New York Connecting R.R. Co., | 50,000 00 |
| Milford, Franklin & Providence R.R. Co., | 49,950 00 |
| Rockville R.R. Co., preferred, | 44,459 64 |
| Rockville R.R. Co., common, | 7,502 86 |
| Ridgefield & New York R.R. Co., | 39,004 98 |
| Boston & New York Air Line R.R. Co., common, | 37,430 00 |
| Boston & New York Air Line R.R. Co., preferred, | 35,568 81 |
| Wood River Branch R.R. Co., | 21,467 50 |
| Narragansett Pier R.R. Co., | 18,700 00 |
| Hartford & Connecticut Western R.R. Co., | 16,093 24 |
| Pawtuxet Valley R.R. Co., | 3,150 00 |
| New York Transfer Co., | 1,600 00 |
| New Haven & Derby R.R. Co., | 1,340 00 |
| Derby Paper Mills, | 895 00 |
| Brockton Ice & Coal Co., | 677 92 |
| Quincy Quarries Co., | 350 52 |
| Lowell & Framingham R.R. Co., | 38 00 |
| | <hr/> |
| | 34,302,118 34 |

| | | |
|--|----------------|------------------|
| Stocks and bonds of leased lines (not merged) received in exchange for stock of New York, New Haven & Hartford R.R. Co., June 30, 1905: | | |
| Old Colony R.R., 56,190 shares, | \$5,057,100 00 | |
| New England R.R., 49,440 shares (preferred), | 2,547,991 50 | |
| New England R.R., 199,575 shares (common), | 3,991,500 00 | |
| Naugatuck R.R., 10,026 shares, | 1,002,600 00 | |
| Harlem River & Port Chester R.R., 10,000 shares, | 1,000,000 00 | |
| New Haven & Northampton R.R., 24,600 shares, | 984,000 00 | |
| Boston & New York Air Line R.R., 17,380 shares (preferred), | 695,200 00 | |
| Danbury & Norwalk R.R., 9,020 shares, | 225,500 00 | |
| New Haven & Derby R.R., 4,459 shares, | 137,200 00 | |
| West Stockbridge R.R., 396 shares, | 39,600 00 | |
| Stockbridge & Pittsfield R.R., 110 shares, | 6,600 00 | |
| Berkshire R.R., 30 shares, | 1,800 00 | |
| New Haven & Derby R.R., 7,050 bonds, | 705,000 00 | |
| | | \$16,394,091 50 |
| Bonds owned: | | |
| Central New England R.R. Co.,* | \$5,204,927 47 | |
| Consolidated R'y Co., | 3,395,000 00 | |
| Providence & Springfield R.R. Co., | 750,000 00 | |
| New England Navigation Co., | 301,000 00 | |
| New Haven Steamboat Co., | 175,000 00 | |
| Pawtuxet Valley R.R. Co., | 160,000 00 | |
| Nantasket Beach R.R. Co., | 150,000 00 | |
| New London Steamboat Co., | 21,610 00 | |
| | | 10,157,537 47 |
| TOTAL PERMANENT INVESTMENTS, | | \$129,603,908 52 |
| Cash, | \$3,731,154 62 | |
| Bills receivable, | 196,120 17 | |
| Due from agents, | 2,340,193 17 | |
| Due from solvent companies and individuals, Sinking and other special funds (trustees of insurance fund), | 5,720,928 19 | |
| Other cash assets (prepaid insurance, taxes, etc.), | 444,226 21 | |
| | 107,329 19 | |
| TOTAL CASH AND CURRENT ASSETS, | | 12,539,951 55 |
| Materials and supplies, | \$3,201,776 56 | |
| Other assets and property (contingent assets): Harlem River & Port Chester R.R. Co., | \$9,125,839 83 | |
| Park Square property, Boston, | 5,120,000 00 | |
| Property, South Street, New York City, | 90,000 00 | |
| Advances for betterments on leased lines, | 1,291,942 88 | |
| Dedham and Hyde Park im- provements, | 137,733 85 | |
| | 15,765,516 56 | |
| TOTAL MISCELLANEOUS ASSETS, | | 18,967,293 12 |
| TOTAL, | | \$161,111,153 19 |

* Includes valuation of stocks.

| LIABILITIES. | | CR. | |
|--|---------------|-----|------------------|
| Capital stock, | | | \$80,000,000 00 |
| Funded debt, | | | 37,189,300 00 |
| Current liabilities: | | | |
| Loans and notes payable, | \$21,100,000 | 00 | |
| Audited vouchers and accounts, | 4,896,769 | 40 | |
| Salaries and wages, | 441,281 | 15 | |
| Traffic balances due to other companies, | 1,158,456 | 32 | |
| Rentals due and unpaid (including rentals due July 1), | 12,581 | 65 | |
| TOTAL CURRENT LIABILITIES, | | | 27,609,088 52 |
| Accrued liabilities: | | | |
| Interest accrued and not yet due, | \$542,653 | 05 | |
| Rentals accrued and not yet due, | 207,287 | 55 | |
| TOTAL ACCRUED LIABILITIES, | | | 749,940 60 |
| Sinking and other special funds: insurance fund, | | | 444,226 21 |
| Profit and loss balance (surplus), | | | 15,118,597 86 |
| TOTAL, | | | \$161,111,153 19 |
| PROPERTY ACCOUNTS. | | | |
| Additions to construction account: | | | |
| Grading and masonry, | \$683,031 | 99 | |
| Bridging, | 508,703 | 49 | |
| Superstructure, including rails, | 99,567 | 98 | |
| Lands, land damages and fences, | 1,424,805 | 99 | |
| Passenger and freight stations, coal sheds and water stations, | 379,734 | 68 | |
| Engine-houses, car-houses and turn-tables, | 52,135 | 57 | |
| Machine shops, | 50,496 | 92 | |
| Engineering and other expenses incident to construction, | 21,677 | 21 | |
| Wharfing, | 80,568 | 34 | |
| Other additions to construction account: | | | |
| Buildings and fixtures not used in operation of road, | 147,935 | 21 | |
| Interlocking and signals, | 83,983 | 80 | |
| Electric power plants, | 287,044 | 03 | |
| General expenses, | 2,817 | 06 | |
| TOTAL ADDITIONS TO CONSTRUCTION ACCOUNT, | | | \$3,822,502 27 |
| Additions to equipment account: | | | |
| Locomotives, | \$2,123,211 | 11 | |
| Cars for passenger service, | 1,077,776 | 87 | |
| Cars for freight service, | 363,534 | 03 | |
| TOTAL ADDITIONS TO EQUIPMENT ACCOUNT, | | | 3,564,522 01 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | | \$7,387,024 28 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$100,000,000 | 00 | |
| Capital stock authorized by votes of company,* 80,000,000 00 | | | |
| Capital stock issued and outstanding, | | | \$80,000,000 00 |
| Number of shares issued and outstanding, | 800,000 | | |
| Number of stockholders, | 11,914 | | |
| Number of stockholders in Massachusetts, | 5,669 | | |
| Amount of stock held in Massachusetts, | \$26,613,100 | 00 | |

* Subject to further increase by authorized exchanges for leased lines stock.

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--|-------------------|-------------------|---------------------|--------------------------------|
| New York, New Haven & Hartford R.R. Co. bonds secured by mortgage on Harlem River & Port Chester R.R., | Per Cent. | | | |
| General mortgage bonds, New York, Providence & Boston R.R. Co., . . | 4 | May 1, 1954, | \$7,865,000 00 | \$309,456 66 |
| First mortgage bonds, Shore Line R'y Co., | 4 | April 1, 1942, | 1,000,000 00 | 40,000 00 |
| First mortgage bonds, Housatonic R.R. Co., | 4½ | March 1, 1910, | 200,000 00 | 9,000 00 |
| Consolidated mortgage bonds, Housatonic R.R. Co., | 4 | April 1, 1910, | 100,000 00 | 4,000 00 |
| | 5 | Nov. 1, 1937, | 2,839,000 00 | 141,950 00 |
| | | | \$12,004,000 00 | \$504,406 66 |
| Convertible debenture certificates, . . | 4 | April 1, 1908, | \$185,300 00 | \$7,412 00 |
| Non-convertible debentures, | 4 | March 1, 1947, | \$5,000,000 00 | \$200,000 00 |
| Non-convertible debentures, | 3½ | March 1, 1947, | 5,000,000 00 | 175,000 00 |
| Non-convertible debentures, | 4 | Feb. 1, 1914, | 5,000,000 00 | 200,000 00 |
| Non-convertible debentures, | 3½ | April 1, 1954, | 10,000,000 00 | 345,653 87 |
| | | | \$25,000,000 00 | \$920,653 87 |
| TOTALS, | | | \$37,189,300 00 | \$1,432,472 53 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------------|
| Passenger traffic: | |
| Number of passengers carried paying revenue, | 63,323,475 |
| Number of passengers carried one mile, | 1,175,639,026 |
| Number of passengers carried one mile per mile of road operated, | 566,450 |
| Average length of journey per passenger, | 18.565 miles. |
| Average amount received per passenger per mile carried, . . | 1.702 cents. |
| Passenger earnings (gross) per mile of road operated, . . | \$11,634 32.000 |
| Passenger earnings (gross) per passenger-train mile run, . . | 1 55.590 |
| Freight traffic: | |
| Number of tons of freight hauled earning revenue, | 18,321,327 |
| Number of tons of freight hauled one mile, | 1,742,915,367 |
| Average length of haul per ton, | 95.1304 miles. |
| Average amount received per ton per mile hauled, | 1.409 cents. |
| Freight earnings (gross) per mile of road operated, | \$12,210 29.000 |
| Freight earnings (gross) per freight train mile run, | 3 24.026 |
| Operating expenses: | |
| Operating expenses per mile of road operated, | \$17,265 18.000 |
| Operating expenses per revenue-train mile run, | 1 54.798 |
| Train mileage: | |
| Miles run by passenger trains, | 15,327,246 |
| Miles run by freight trains, | 7,628,951 |
| Miles run by mixed trains, | 191,985 |
| Total mileage of trains earning revenue, | 23,148,182 |
| Miles run by switching trains, | 6,530,048 |
| Miles run by construction and other trains, | 506,529 |
| Total train mileage, | 30,184,759 |

| | |
|--|---------------|
| Fares and freights: | |
| Average rate of fare per mile received for local and trip tickets, | 1.9027 cents. |
| Average rate of fare per mile received for mileage tickets, | 2.0000 " |
| Average rate of fare per mile received for time and commutation tickets, | .5558 " |
| Average rate of fare per mile received for interline tickets, | 1.9922 " |
| Average rate received per ton mile for local freight, | 2.7391 " |
| Average rate received per ton mile for interline freight, | 1.0167 " |
| Passengers to and from Boston: | |
| Number of passengers to Boston, | 10,474,551 |
| Number of passengers from Boston, | 10,494,811 |
| Employees: | |
| Average number of persons employed, | 31,350 |

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|--|-------------------|-------------------|
| Length of main line, | Miles. 233.940 | Miles. 5.950 |
| Length of branch line, | 204.360 | - |
| TOTAL LENGTH OF LINE OWNED, | 438.300 | 5.950 |
| Length of second track, | 238.780 | 5.950 |
| Length of third track, | 55.320 | - |
| Length of fourth track, | 55.320 | - |
| Length of side track, etc., | 310.410 | 8.450 |
| TOTAL LENGTH OF TRACK OWNED, | 1,098.130 | 20.350 |
| RAILROAD OPERATED. | | |
| Length of main line, | 1,517.710 | 666.050 |
| Length of branch line, | 570.240 | 227.000 |
| TOTAL LENGTH OF LINE OPERATED, | 2,087.950 | 893.050 |
| Length of second track, | 701.750 | 320.810 |
| Length of third track, | 90.890 | 17.990 |
| Length of fourth track, | 89.660 | 16.760 |
| Length of side track, etc., | 1,275.700 | 508.150 |
| TOTAL LENGTH OF TRACK OPERATED, | 4,245.950 | 1,756.760 |
| EQUIPPED FOR ELECTRIC POWER. | | |
| Length of main line, | 17.840 | - |
| Length of branch line, | 40.640 | 12.770 |
| TOTAL LENGTH OF ELECTRIC LINE, | 58.480 | 12.770 |
| Length of second, third and fourth tracks, | 17.900 | 6.950 |
| Length of side track, etc., | 6.650 | 2.880 |
| TOTAL LENGTH OF ELECTRIC TRACK, | 83.030 | 22.600 |

DESCRIPTION OF EQUIPMENT.

| ROLLING STOCK. | Number Owned. | Number Leased. | Total Owned and Leased. | Equipped with Power Driving-Wheel Brakes. | Maximum Weight. | Average Weight. |
|----------------------------|---------------|----------------|-------------------------|---|-----------------|-----------------|
| LOCOMOTIVES. | | | | | | |
| Passenger, | 364 | 202 | 566 | 566 | Lbs. 154,000 | Lbs. 95,000 |
| Freight, | 311 | 115 | 426 | 426 | 156,000 | 137,000 |
| Switching, etc., | 138 | 56 | 194 | 194 | 135,400 | 100,000 |
| TOTAL, | 813 | 373 | 1,186 | 1,186 | - | - |

DESCRIPTION OF EQUIPMENT — Concluded.

| ROLLING STOCK. | Number Owned. | Number Leased. | Total Owned and Leased. | Equipped with Power Train Brakes. | Equipped with Automatic Couplers. | Name of Coupler Used. |
|---|---------------|----------------|-------------------------|-----------------------------------|-----------------------------------|-----------------------------|
| CARS — PASSENGER SERVICE. | | | | | | |
| Passenger cars, | 797 | 449 | 1,246 | 1,246 | 1,246 | National Hinson and Buhoup. |
| Combination cars, | 74 | 187 | 261 | 261 | 261 | National Hinson and Buhoup. |
| Dining cars, | 14 | 2 | 16 | 16 | 16 | National Hinson and Buhoup. |
| Parlor cars, | 129 | 9 | 138 | 138 | 138 | National Hinson and Buhoup. |
| Sleeping cars, | 35 | - | 35 | 35 | 35 | National Hinson and Buhoup. |
| Baggage, express and mail cars, | 239 | 55 | 294 | 294 | 294 | National Hinson and Buhoup. |
| Other cars in passenger service (electric). | 93 | 7 | 100 | 100 | 100 | Van Dorn. |
| TOTAL, | 1,381 | 709 | 2,090 | 2,090 | 2,090 | |
| CARS — FREIGHT SERVICE. | | | | | | |
| Box cars, | 6,162 | 2,086 | 8,248 | 8,215 | 8,248 | Tower and Climax. |
| Flat cars, | 1,598 | 456 | 2,054 | 2,044 | 2,054 | Tower and Climax. |
| Stock cars, | 4 | 1 | 5 | 5 | 5 | Tower and Climax. |
| Coal cars, | 4,328 | 1,710 | 6,038 | 6,019 | 6,038 | Tower and Climax. |
| Tank cars, | 4 | - | 4 | 4 | 4 | Tower and Climax. |
| Refrigerator cars, | 1 | - | 1 | 1 | 1 | Tower and Climax. |
| Other cars in freight service, . | 304 | 206 | 510 | 510 | 510 | Tower and Climax. |
| TOTAL, | 12,401 | 4,459 | 16,860 | 16,798 | 16,860 | |
| CARS — COMPANY'S SERVICE. | | | | | | |
| Officers' and pay cars, | 7 | 6 | 13 | 13 | 13 | National Hinson and Buhoup. |
| Derrick cars, | 26 | 20 | 46 | 40 | 46 | Tower and Climax. |
| Caboose cars, | 260 | 66 | 326 | 277 | 326 | Tower and Climax. |
| Other cars in company's service, | 188 | 75 | 263 | 208 | 263 | Tower and Climax. |
| TOTAL, | 481 | 167 | 648 | 538 | 648 | |

Number of 8-wheel cars in passenger service with brakes for *all* wheels, 1,981
 Number of 12-wheel cars in passenger service with brakes for *all* wheels, 122

RAILROAD CROSSINGS IN MASSACHUSETTS.

| <i>Crossings with Highways.</i> | |
|---|---------------|
| Number of crossings of railroad with highways at grade, . . . | 836 |
| Number of highway grade crossings protected by gates, . . . | 192 |
| Number of highway grade crossings protected by flagmen, . . . | 199 |
| Number of highway grade crossings protected by electric signals only, | 106 |
| Number of highway grade crossings unprotected, | 339 |
| Number of highway grade crossings finally abolished during the year, | 5 |
| Number of highway grade crossings now in process of abolition, | 20 |
| Number of highway grade crossings for abolition of which petition is pending, | 75 |
| Number of highway bridges 18 feet (or more) above track, . . | 121 |
| Number of highway bridges less than 18 feet above track, . . | 141 |
| Height of lowest highway bridge above track, | 14 ft., 2 in. |
| <i>Crossings with Other Railroads.</i> | |
| Crossings of railroad with other railroads at grade (10 in number), viz. : | |
| With Boston & Albany at Westfield. With Boston & Albany at Worcester. With Boston & Albany (freight tracks) at Worcester. With Boston & Albany at South Framingham. With Boston & Albany (freight tracks) at South Worcester. With Fitchburg at Concord Junction. With Fitchburg at Fitchburg. With Boston & Maine at Clinton. With Boston & Maine at South Sudbury. With Worcester Viaduct Company at Worcester. | |
| Number of above crossings at which interlocking signals are established, | 8 |

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | IN MASSACHUSETTS. | | | | | | TOTAL ON ALL LINES OPERATED. | |
|---------------------------|---|----------|--|----------|---------|----------|------------------------------------|----------|
| | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | | | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, . | - | 30 | 1 | 10 | 1 | 40 | 2 | 123 |
| Employees, . | 2 | 25 | 21 | 157 | 23 | 182 | 112 | 1,328 |
| Other persons, | - | - | 58 | 49 | 58 | 49 | 207 | 166 |
| TOTALS, . | 2 | 55 | 80 | 216 | 82 | 271 | 321 | 1,617 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY,

NEW HAVEN, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles S. Mellen, *President*, New Haven, Conn. T. E. Byrnes, *Assistant to the President*, Boston, Mass. Charles F. Brooker, *Vice-President of the Board*, Ansonia, Conn. Percy R. Todd, *First Vice-President*, New Haven, Conn. F. S. Curtis, *Second Vice-President*, Boston, Mass. H. M. Kochersperger, *Third Vice-President*, New Haven, Conn. E. H. McHenry, *Fourth Vice-President*, New Haven, Conn. John G. Parker, *Secretary*, New Haven, Conn. A. S. May, *Treasurer*, New Haven, Conn. T. F. Paradise, *Assistant Treasurer*, New Haven, Conn. E. G. Buckland, *Attorney*, New Haven, Conn. F. A. Farnham, *Attorney*, Boston, Mass. C. M. Ingersoll, *Chief Engineer*, New Haven, Conn. S. Higgins, *General Manager*, New Haven, Conn. O. M. Shepard, *General Superintendent*, New Haven, Conn. J. A. Warner, *Assistant General Superintendent*, New Haven, Conn. A. W. Martin, *Assistant General Superintendent*, Boston, Mass. Geo. L. Connor, *Passenger Traffic Manager*, New Haven, Conn. A. C. Kendall, *General Passenger Agent*, Boston, Mass. F. C. Coley, *Assistant General Passenger Agent*, New Haven, Conn. Geo. A. Morton, *General Baggage Agent*, New Haven, Conn. E. L. Somers, *Freight Traffic Manager*, Boston, Mass. F. S. Holbrook, *General Freight Agent*, New Haven, Conn.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William Rockefeller, New York, N. Y. J. Pierpont Morgan, New York, N. Y. George Macculloch Miller, New York, N. Y. John M. Hall.* Charles F. Choate, Boston, Mass. Nathaniel Thayer, Boston, Mass. Charles F. Brooker, Ansonia, Conn. George J. Brush, New Haven, Conn. I. De Ver Warner, Bridgeport, Conn. Arthur D. Osborne, New Haven, Conn. Frank W. Cheney, South Manchester, Conn. Edwin Milner, Moosup, Conn. William Skinner, Holyoke, Mass. D. Newton Barney, Hartford, Conn. Richard A. McCurdy, New York, N. Y. Charles S. Mellen, New Haven, Conn. H. McK. Twombly, New York, N. Y. William D. Bishop,† Bridgeport, Conn. Robert W. Taft, Providence, R. I. A. J. Cassatt, Philadelphia, Pa. Percy R. Todd, New Haven, Conn. John H. Whittemore, Naugatuck, Conn. James S. Elton, Waterbury, Conn.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHARLES S. MELLEN,
ARTHUR D. OSBORNE,
D. NEWTON BARNEY,
GEO MACCULLOCH MILLER,
I. DE VER WARNER,
PERCY R. TODD,
EDWIN MILNER,
ROBERT W. TAFT,
WILLIAM SKINNER,
JOHN H. WHITTEMORE,
JAS. S. ELTON,
N. THAYER,

Directors.

A. S. MAY,

Treasurer.

H. M. KOCHERSPERGER,
Third Vice-President.

* John M. Hall, deceased January 27, 1905, and John H. Whittemore was elected in his place.
† William D. Bishop resigned March 11, 1905, and James S. Elton was elected in his place.

STATE OF NEW YORK.

CITY AND COUNTY OF NEW YORK, ss. SEPT. 16, 1905. Then personally appeared the above-named Charles S. Mellen, Arthur D. Osborne, D. Newton Barney, Geo. Macculloch Miller, I. De Ver Warner, Percy R. Todd, Edwin Milner, Robert W. Taft, William Skinner, John H. Whittemore, Jas. S. Elton and N. Thayer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK E. HALL,
Notary Public, County N. Y.

STATE OF CONNECTICUT.

CITY AND COUNTY OF NEW HAVEN, ss. SEPT. 19, 1905. Then personally appeared the above-named A. S. May and H. M. Kochersperger, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR W. BOWMAN,
Notary Public.

RETURN

OF THE

NORTH BROOKFIELD RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

[Leased to and operated by the Boston & Albany (New York Central & Hudson River, lessee).]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|--------------|
| Rental received from lease of road, | \$3,000 00 |
| Income from other sources: interest on deposit, | 14 93 |
| GROSS INCOME, | \$3,014 93 |
| Expenses and charges upon income accrued during the year: | |
| Taxes, | \$485 48 |
| Other expenses and charges upon income: | |
| printing, | 1 25 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | 486 73 |
| NET DIVISIBLE INCOME, | \$2,528 20 |
| Dividends declared (2½ per cent), | 2,500 00 |
| Surplus for the year ending June 30, 1905, | \$28 20 |
| Amount of surplus June 30, 1904, | 555 11 |
| TOTAL SURPLUS JUNE 30, 1905, | \$583 31 |
| GENERAL BALANCE SHEET JUNE 30, 1905. | |
| ASSETS. | Dr. |
| Cost of road, | \$100,000 00 |
| Cash, | 583 31 |
| TOTAL, | \$100,583 31 |
| LIABILITIES. | Cr. |
| Capital stock, | \$100,000 00 |
| Profit and loss balance (surplus), | 583 31 |
| TOTAL, | \$100,583 31 |
| CAPITAL STOCK. | |
| Capital stock authorized by law, | \$100,000 00 |
| Capital stock authorized by votes of company, | 100,000 00 |
| Capital stock issued and outstanding, | \$100,000 00 |
| Number of shares issued and outstanding, | 1,000 |
| Number of stockholders, | 40 |
| Number of stockholders in Massachusetts, | 40 |
| Amount of stock held in Massachusetts, | \$100,000 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|--|-----------------|-------------------|
| Length of main line, | Miles. 4.000 | Miles. 4.000 |
| Length of side track, etc., | 1.310 | 1.310 |
| TOTAL LENGTH OF TRACK OWNED, | 5.310 | 5.310 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORTH BROOKFIELD RAILROAD COMPANY,

NORTH BROOKFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Sumner Holmes, *President*, North Brookfield, Mass. Samuel A. Clark, *Vice-President*, North Brookfield, Mass. Charles E. Batcheller, *Treasurer*, North Brookfield, Mass. Geo. R. Hamant, *Clerk of Corporation*, North Brookfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George R. Hamant, North Brookfield, Mass. Edward A. Batcheller, North Brookfield, Mass. Freeman R. Doane, North Brookfield, Mass. Samuel A. Clark, North Brookfield, Mass. Sumner Holmes, North Brookfield, Mass. Charles E. Batcheller, North Brookfield, Mass. Alfred W. Burrill, North Brookfield, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

GEORGE R. HAMANT,
SUMNER HOLMES,
SAMUEL A. CLARK,
FREEMAN R. DOANE,
ALFRED W. BURRILL,
Directors.
CHARLES E. BATCHELLER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. JUNE 30, 1905. Then personally appeared the above-named George R. Hamant, Sumner Holmes, Samuel A. Clark, Freeman R. Doane, Alfred W. Burrill and Charles E. Batcheller, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CLARENCE E. BROWN,
Justice of the Peace.

RETURN

OF THE

NORWICH & WORCESTER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

[Leased to and operated by the New York, New Haven & Hartford.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|----------------|
| Rental received from lease of road, | \$290,099 45 |
| Income from other sources: interest received, | 746 30 |
| GROSS INCOME, | \$290,845 75 |
| Expenses and charges upon income accrued during the year: | |
| Salaries and maintenance of organization, | \$2,801 41 |
| Interest on funded debt, | 48,000 00 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | 50,801 41 |
| NET DIVISIBLE INCOME, | \$240,044 34 |
| Dividends declared (8 per cent), | 240,000 00 |
| Surplus for the year ending June 30, 1905, | \$44 34 |
| Amount of surplus June 30, 1904, | 1,232,376 52 |
| Debits to profit and loss account during the year: | |
| Loss on capital stock of Norwich & New York Transportation Co., | \$110,000 00 |
| Account against Norwich & New York Transportation Co. charged off, | 12,332 00 |
| TOTAL DEBITS, | 122,332 00 |
| TOTAL SURPLUS JUNE 30, 1905, | \$1,110,088 86 |
| GENERAL BALANCE SHEET JUNE 30, 1905. | |
| ASSETS. | DR. |
| Cost of road, | \$3,983,816 51 |
| Cost of equipment, | 179,750 67 |
| Lands in Massachusetts, | 3,107 08 |
| Bonds of the New England Navigation Co., | 675,000 00 |
| TOTAL PERMANENT INVESTMENTS, | \$4,841,674 26 |
| Cash, | \$87,722 95 |
| Other cash assets, | 16,180 00 |
| TOTAL CASH AND CURRENT ASSETS, | 103,902 95 |
| Materials and supplies, | 450,869 65 |
| TOTAL, | \$5,396,446 86 |

| LIABILITIES. | | CR. |
|--|--------------|-----------------------|
| Capital stock, common, | \$6,600 00 | |
| Capital stock, preferred, | 3,000,000 00 | |
| TOTAL CAPITAL STOCK, | | \$3,006,600 00 |
| Funded debt, | | 1,200,000 00 |
| Current liabilities: | | |
| Audited vouchers and accounts, | \$203 00 | |
| Dividends not called for, | 3,023 00 | |
| Matured interest coupons unpaid (including coupons due July 1), | 180 00 | |
| Rentals due and unpaid (including rentals due July 1), | 60,352 00 | |
| TOTAL CURRENT LIABILITIES, | | 63,758 00 |
| Accrued liabilities: interest accrued and not yet due, | | 16,000 00 |
| Profit and loss balance (surplus), | | 1,110,088 86 |
| TOTAL, | | \$5,396,446 86 |

| PROPERTY ACCOUNTS. | | |
|--|--|---------------------|
| Expenditures charged to property accounts: bonds of New England Navigation Co, | | \$675,000 00 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): stock of Norwich & New York Transportation Co., | | 500,000 00 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | | \$175,000 00 |

| CAPITAL STOCK. | | |
|---|----------------|-----------------------|
| Capital stock authorized by law, preferred, | \$3,825,000 00 | |
| Capital stock authorized by votes of company, preferred, | 3,000,000 00 | |
| Capital stock issued and outstanding, common, | | \$6,600 00 |
| Capital stock issued and outstanding, preferred, | | 3,000,000 00 |
| Total capital stock outstanding, | | \$3,006,600 00 |
| Number of shares issued and out- standing, common, | 66 | |
| Number of shares issued and out- standing, preferred, | 30,000 | |
| Total number of shares outstanding, | 30,066 | |
| Number of stockholders, preferred, | 950 | |
| Number of stockholders in Massachusetts, pre- ferred, | 786 | |
| Amount of stock held in Massachusetts, pre- ferred, | \$2,493,100 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|----------------------------|----------------------|----------------------|------------------------|--------------------------------------|
| Debenture bonds, | Per Cent. 4 | March 1, 1927, | \$1,200,000 00 | \$48,000 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massa- chusetts. |
|--|------------------|------------------------|
| Length of main line, | Miles. 70.970 | Miles. 17.830 |
| Length of branch line, | .630 | - |
| TOTAL LENGTH OF LINE OWNED, | 71.600 | 17.830 |
| Length of side track, etc., | 36.720 | 11.530 |
| TOTAL LENGTH OF TRACK OWNED, | 108.320 | 29.360 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORWICH & WORCESTER RAILROAD COMPANY,
NEW HAVEN, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

A. George Bullock, *President*, Worcester, Mass. Massena M. Whittemore,
Treasurer and Clerk of Corporation, New Haven, Conn.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward L. Davis, Worcester, Mass. Thomas B. Eaton, Worcester, Mass.
Francis H. Dewey, Worcester, Mass. A. George Bullock, Worcester, Mass.
Charles P. Cogswell, Norwich, Conn. Stephen Salisbury, Worcester, Mass.
Alfred D. Foster, Milton, Mass.

We hereby certify that the statements contained in the foregoing return are
full, just and true.

THOMAS B. EATON,
FRANCIS H. DEWEY,
A. G. BULLOCK,
CHAS. P. COGSWELL,
STEPHEN SALISBURY,
ALFRED D. FOSTER,
Directors.
M. M. WHITTEMORE,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. AUG. 28, 1905. Then personally appeared the above-named
Thomas B. Eaton, Francis H. Dewey, A. G. Bullock, Chas. P. Cogswell, Stephen
Salisbury, Alfred D. Foster and M. M. Whittemore, and severally made oath
that the foregoing certificate by them subscribed is, to the best of their
knowledge and belief, true.

Before me,

EDWARD J. SARTELLE,
Justice of the Peace.

RETURN

OF THE

OLD COLONY RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.

| | |
|---|-----------------------|
| Rental received from lease of road, | \$1,892,676 11 |
| Expenses and charges upon income accrued during the year: | |
| Salaries and maintenance of organization, | \$6,558 11 |
| Interest on funded debt, | 634,520 00 |
| Interest and discount on unfunded debts and loans, | 600 00 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | 641,678 11 |
| NET DIVISIBLE INCOME, | \$1,250,998 00 |
| Dividends declared (7 per cent), | \$1,250,998 00 |
| Amount of surplus June 30, 1904, | \$767,327 19 |
| TOTAL SURPLUS JUNE 30, 1905, | \$767,327 19 |

GENERAL BALANCE SHEET JUNE 30, 1905.

| ASSETS. | DR. |
|---|------------------------|
| Cost of road, | \$30,575,135 25 |
| Cost of equipment, | 3,161,518 83 |
| Stock of Old Colony Steamboat Co., | \$1,277,500 00 |
| Stock of The Boston Terminal Co., | 100,000 00 |
| Stock of New Bedford, Martha's Vineyard & Nantucket Steamboat Co., | 15,340 83 |
| Stock of Union Freight R.R. Co., | 79,014 42 |
| Stock of Lowell & Framingham Railroad Co., | 10,529 69 |
| Stock of Boston, Clinton & Fitchburg R.R. Co., | 104 21 |
| Stock of Fall River R.R. Co., | 245 00 |
| Stock of Providence, Warren & Bristol R.R. Co., | 1,600 00 |
| Stock of Oak Bluffs Land and Wharf Co., | 70 00 |
| | 1,484,404 15 |
| TOTAL PERMANENT INVESTMENTS, | \$35,221,058 23 |

| | | |
|--|--------------|------------------------|
| Cash, | \$419,303 29 | |
| Bills receivable, | 25,963 73 | |
| Due from solvent companies and individuals, | 54,415 25 | |
| TOTAL CASH AND CURRENT ASSETS, | | \$499,682 27 |
| Other assets and property: Boston & Providence R.R. improvement account, | | 3,268,072 18 |
| TOTAL, | | \$38,988,812 68 |
| <hr/> | | |
| LIABILITIES. | | CR. |
| Capital stock, | | \$17,871,400 00 |
| Stock liability, | | 8,725 00 |
| Funded debt, | | 15,511,200 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$12,000 00 | |
| Audited vouchers and accounts, | 1,175,345 14 | |
| Dividends not called for, | 328,757 81 | |
| Matured interest coupons unpaid (including coupons due July 1), | 148,778 50 | |
| TOTAL CURRENT LIABILITIES, | | 1,664,881 45 |
| Accrued liabilities: interest accrued and not yet due, | | 68,660 00 |
| Premiums received on sale of stock and bonds, | | 3,096,619 04 |
| Profit and loss balance (surplus), | | 767,327 19 |
| TOTAL, | | \$38,988,812 68 |
| <hr/> | | |
| PROPERTY ACCOUNTS. | | |
| Additions to construction account: | | |
| Grading and masonry, | \$81,353 36 | |
| Bridging, | 38,449 49 | |
| Superstructure, including rails, | 119,169 04 | |
| Lands, land damages and fences, | 142,869 57 | |
| Passenger and freight stations, coal sheds and water stations, | 20,263 69 | |
| Engine-houses, car houses and turn-tables, | 43,050 97 | |
| Engineering and other expenses incident to construction, | 2,548 22 | |
| Elimination of grade crossings, | 170,706 94 | |
| TOTAL ADDITIONS TO CONSTRUCTION ACCOUNT, | | \$618,411 28 |
| Other expenditures charged to property accounts: stock of Boston, Clinton & Fitchburg R.R. Co., | | 104 21 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$618,515 49 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): | | |
| Stock of New York, Providence & Boston and Old Colony R.R. Terminal Co., | \$52,850 00 | |
| Providence terminal improvement, | 74,016 78 | |
| TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, | | 126,866 78 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | | \$491,648 71 |

| CAPITAL STOCK. | |
|---|------------------------|
| Capital stock authorized by law, | \$20,020,000 00 |
| Capital stock authorized by votes of company, | 20,020,000 00 |
| Capital stock issued and outstanding, | \$17,871,400 00 |
| Scrip convertible into stock, | 107 37 |
| Other paid stock liability, | 8,617 63 |
| TOTAL CAPITAL STOCK LIABILITY, | \$17,880,125 00 |
| Number of shares issued and outstanding, | 178,714 |
| Number of stockholders, | 5,327 |
| Number of stockholders in Massachusetts,* | 4,967 |
| Amount of stock held in Massachusetts,* | \$16,364,000 00 |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--|-------------------|-------------------|------------------------|--------------------------------|
| | Per Cent. | | | |
| Fitchburg & Worcester Railroad Co. bonds (matured), | - | Oct. 1, 1881, | \$200 00 | - |
| Old Colony Railroad Co. bonds (matured), | - | April 1, 1904, | 1,000 00 | - |
| Boston, Clinton, Fitchburg & New Bedford Railroad Co. bonds, first mortgage, coupon, | 5 | Jan. 1, 1910, | 1,912,000 00 | \$96,700 00 |
| Old Colony Railroad Co. bonds, plain, gold, | 4 | Feb. 1, 1924, | 3,000,000 00 | 121,480 00 |
| Old Colony Railroad Co. bonds, plain, gold, | 4 | Jan. 1, 1938, | 4,000,000 00 | 160,000 00 |
| Old Colony Railroad Co. bonds, plain, gold, | 4 | Dec. 1, 1925, | 5,598,000 00 | 224,780 00 |
| Old Colony Railroad Co. bonds, plain, gold, | 3½ | July 1, 1932, | 1,000,000 00 | 35,000 00 |
| Interest paid on New Bedford Railroad Co. bond of 1894, | . . | | - | 210 00 |
| Interest paid on Old Colony Railroad Co. bonds of April 1, 1904, | . . | | - | 45 00 |
| Interest paid on Old Colony Railroad Co. bonds of July 1, 1904, | . . | | - | 15,000 00 |
| TOTALS, | . . | | \$15,511,200 00 | \$653,215 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|---|----------------|-------------------|
| | Miles. | Miles. |
| Length of main line, | 368.700 | 352.510 |
| Length of branch line, | 142.650 | 140.520 |
| TOTAL LENGTH OF LINE OWNED, | 511.350 | 493.030 |
| Length of second track, | 167.030 | 167.030 |
| Length of third track, | 6.840 | 6.840 |
| Length of fourth track, | 5.610 | 5.610 |
| Length of side track, etc., | 246.030 | 238.370 |
| TOTAL LENGTH OF TRACK OWNED, | 936.860 | 910.880 |

* Including the New York, New Haven & Hartford Railroad Company as a stockholder and the shares held by it.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

OLD COLONY RAILROAD COMPANY,
ROOM 424, SOUTH TERMINAL STATION, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles F. Choate, *President*, Boston, Mass. Charles L. Lovering, *Vice-President*, Boston, Mass. Geo. B. Phippen, *Treasurer*, Boston, Mass. Alfred H. Litchfield, *Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles F. Choate, Southborough, Mass. Oliver Ames, Easton, Mass. Timothy E. Byrnes, Boston, Mass. Fayette S. Curtis, Boston, Mass. Thomas Dunn, Newport, R. I. George A. Gardner, Boston, Mass. Charles L. Lovering, Taunton, Mass. Nathaniel Thayer, Lancaster, Mass. Charles F. Choate, Jr., Southborough, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHARLES F. CHOATE,
CHARLES L. LOVERING,
THOS. DUNN,
OLIVER AMES,
N. THAYER,
FAYETTE S. CURTIS,
TIMOTHY E. BYRNES,
CHAS. F. CHOATE, JR.,
Directors.
GEO. B. PHIPPEN,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Sept. 8, 1905. Then personally appeared the above-named Charles F. Choate, Charles L. Lovering, Thomas Dunn, Oliver Ames, N. Thayer, Fayette S. Curtis, Timothy E. Byrnes and Charles F. Choate, Jr., directors, and George B. Phippen, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALFRED H. LITCHFIELD,
Justice of the Peace.

RETURN

OF THE

PITTSFIELD & NORTH ADAMS RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

[Leased to and operated by the Boston & Albany (New York Central & Hudson River, lessee).]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|--------------|
| Rental received from lease of road, | \$22,500 00 |
| Dividends declared (5 per cent.), | \$22,500 00 |
| GENERAL BALANCE SHEET JUNE 30, 1905. | |
| ASSETS. | DR. |
| Cost of road, | \$438,752 57 |
| Cost of equipment, | 11,247 43 |
| TOTAL, | \$450,000 00 |
| LIABILITIES. | CR. |
| Capital stock, | \$450,000 00 |
| TOTAL, | \$450,000 00 |
| CAPITAL STOCK. | |
| Capital stock authorized by law, | \$500,000 00 |
| Capital stock authorized by votes of company, | 450,000 00 |
| Capital stock issued and outstanding, | \$450,000 00 |
| Number of shares issued and outstanding, | 4,500 |
| Number of stockholders, | 150 |
| Number of stockholders in Massachusetts, | 100 |
| Amount of stock held in Massachusetts, | \$371,800 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|--|------------------|-------------------|
| Length of main line, | Miles. 18.550 | Miles. 18.550 |
| Length of side track, etc., | 8.180 | 8.180 |
| TOTAL LENGTH OF TRACK OWNED, | 26.730 | 26.730 |

RETURN

OF THE

PLYMOUTH & MIDDLEBOROUGH RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

[Leased to and operated by the New York, New Haven & Hartford.]

| GENERAL BALANCE SHEET JUNE 30, 1905. | | | |
|--------------------------------------|--|-----|--------------|
| ASSETS. | | Dr. | |
| Cost of road, | | | \$305,000 00 |
| TOTAL, | | | \$305,000 00 |
| LIABILITIES. | | Cr. | |
| Capital stock, | | | \$80,000 00 |
| Funded debt, | | | 225,000 00 |
| TOTAL, | | | \$305,000 00 |

| CAPITAL STOCK. | | | |
|---|--------------|--|-------------|
| Capital stock authorized by law, | \$240,000 00 | | |
| Capital stock authorized by votes of company, | 80,000 00 | | |
| Capital stock issued and outstanding, | | | \$80,000 00 |
| Number of shares issued and outstanding, | 800 | | |
| Number of stockholders, | 24 | | |
| Number of stockholders in Massachusetts, | 24 | | |
| Amount of stock held in Massachusetts, | \$80,000 00 | | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 5 | Jan. 1, 1912, | \$225,000 00 | \$11,250 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|--|------------------|-------------------|
| Length of main line, | Miles. 15.030 | Miles. 15.030 |
| Length of side track, etc., | 1.120 | 1.120 |
| TOTAL LENGTH OF TRACK OWNED, | 16.150 | 16.150 |

GENERAL REMARKS AND EXPLANATIONS.

Road leased to Old Colony Railroad Company, operated by the New York, New Haven & Hartford Railroad Company, which takes the entire receipts and pays interest on mortgage bonds.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PLYMOUTH & MIDDLEBOROUGH RAILROAD COMPANY,
PLYMOUTH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Thomas D. Shumway, *President*, Plymouth, Mass. Leavitt T. Robbins, *Vice-President* (deceased). Thomas D. Shumway, *Treasurer*, Plymouth, Mass. Benjamin A. Hathaway, *Clerk of Corporation*, Plymouth, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Thomas D. Shumway, Plymouth, Mass. Leavitt T. Robbins (deceased). Horace M. Saunders, Plymouth, Mass. Jason W. Mixter, Plymouth, Mass. William S. Kyle, Plymouth, Mass. Edwin L. Witham, Middleborough, Mass. Joseph E. Beals, Middleborough, Mass. John C. Sullivan, Middleborough, Mass. George F. Morse, Carver, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

T. D. SHUMWAY,
HORACE M. SAUNDERS,
WM. S. KYLE,
JASON W. MIXTER,
DR. GEORGE F. MORSE,
Directors.
T. D. SHUMWAY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. AUG. 31, 1905. Then personally appeared the above-named Thos. D. Shumway, Horace M. Saunders, Wm. S. Kyle, Jason W. Mixter and George F. Morse, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

B. A. HATHAWAY,
Justice of the Peace.

RETURN

OF THE

PROVIDENCE & SPRINGFIELD RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

[Leased to and operated by the New York, New Haven & Hartford.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|----------------|
| Rental received from lease of road, | \$58,198 00 |
| Income from other sources: interest on deposits, | 98 |
| GROSS INCOME, | \$58,198 98 |
| Expenses and charges upon income accrued during the year: | |
| interest on funded debt, | 37,500 00 |
| NET DIVISIBLE INCOME, | \$20,698 98 |
| Dividends declared (4 per cent), | 20,698 00 |
| Surplus for the year ending June 30, 1905, | \$0 98 |
| Amount of surplus June 30, 1904, | 28 14 |
| TOTAL SURPLUS JUNE 30, 1905, | \$29 12 |
| GENERAL BALANCE SHEET JUNE 30, 1905. | |
| ASSETS. | |
| Cost of road, | \$1,267,450 00 |
| Cash, | 29 12 |
| TOTAL, | \$1,267,479 12 |
| LIABILITIES: | |
| Capital stock, | \$517,450 00 |
| Funded debt, | 750,000 00 |
| Profit and loss balance (surplus), | 29 12 |
| TOTAL, | \$1,267,479 12 |
| CAPITAL STOCK. | |
| Capital stock authorized by law, | \$1,000,000 00 |
| Capital stock authorized by votes of company, | 517,450 00 |
| Capital stock issued and outstanding, | \$517,450 00 |
| Number of shares issued and outstanding, | 5,174½ |
| Number of stockholders, | 24 |
| Number of stockholders in Massachusetts, | None. |
| Amount of stock held in Massachusetts, | None. |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|-----------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, . . . | Per Cent. 5 | July 1, 1922, | \$750,000 00 | \$37,500 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|--|------------------|-------------------|
| Length of main line, | Miles. 27.730 | Miles. 1.630 |
| Length of side track, etc., | 5.650 | .700 |
| TOTAL LENGTH OF TRACK OWNED, | 33.380 | 2.330 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PROVIDENCE & SPRINGFIELD RAILROAD COMPANY,

NEW HAVEN, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William Tinkham, *President*, Providence, R. I. A. S. May, *Treasurer*, New Haven, Conn. John G. Parker, *Clerk of Corporation*, New Haven, Conn.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William Tinkham, Providence, R. I. Robert W. Taft, Providence, R. I. Fenner H. Peckham, Jr., Providence, R. I. William H. Pope, Providence, R. I. Arthur D. Osborne, New Haven, Conn. Edwin Milner, Moosup, Conn. Charles S. Mellen, New Haven, Conn. John M. Hall (died Jan. 27, 1905). D. Newton Barney, Hartford, Conn.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHARLES S. MELLEN,
ARTHUR D. OSBORNE,
D. NEWTON BARNEY,
ROBERT W. TAFT,
EDWIN MILNER,
A. S. MAY,
Directors.
Treasurer.

STATE OF NEW YORK.

CITY AND COUNTY OF NEW YORK, SS. SEPT. 16, 1905. Then personally appeared the above-named Charles S. Mellen, Arthur D. Osborne, D. Newton Barney, Robert W. Taft and Edwin Milner, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK E. HALL,

Notary Public, New York County.

STATE OF CONNECTICUT.

CITY AND COUNTY OF NEW HAVEN, SS. SEPT. 19, 1905. Then personally appeared the above-named A. S. May, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

ARTHUR W. BOWMAN,

Notary Public.

RETURN

OF THE

PROVIDENCE, WEBSTER & SPRINGFIELD RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

[Leased to and operated by the Boston & Albany (New York Central & Hudson River, lessee).]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Rental received from lease of road, | \$7,120 02 |
| Income from other sources: | |
| Interest on cash in bank, | \$27 31 |
| Rental of freight house, | 60 00 |
| | 87 31 |
| GROSS INCOME, | \$7,207 33 |
| Expenses and charges upon income accrued during the year: | |
| Salaries and maintenance of organization, | \$ 0 15 |
| Interest and discount on unfunded debts and | |
| loans, | 2,591 36 |
| Taxes, | 398 44 |
| Other expenses and charges upon income: | |
| repairs on buildings, | 73 02 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | 3,062 97 |
| Surplus for the year ending June 30, 1905, | \$4,144 36 |
| Amount of surplus June 30, 1904, | 22,144 37 |
| TOTAL SURPLUS JUNE 30, 1905, | \$26,288 73 |

| GENERAL BALANCE SHEET JUNE 30, 1905. | |
|--|--------------|
| ASSETS. | DR. |
| Cost of road, | \$247,361 12 |
| Cash, | \$219 07 |
| Traffic balances due from other companies, | 1,798 93 |
| TOTAL CASH AND CURRENT ASSETS, | 2,018 00 |
| TOTAL, | \$249,379 12 |

| LIABILITIES. | | Cr. | |
|---|--------------|-----|--------------|
| Capital stock, | | | \$160,000 00 |
| Current liabilities: | | | |
| Loans and notes payable, | \$60,901 50 | | |
| Audited vouchers and accounts, | 2,188 89 | | |
| TOTAL CURRENT LIABILITIES, | | | 63,090 39 |
| Profit and loss balance (surplus), | | | 26,288 73 |
| TOTAL, | | | \$249,379 12 |
| PROPERTY ACCOUNTS. | | | |
| Additions to construction account: | | | |
| Lands, land damages and fences, | \$1,000 00 | | |
| Passenger and freight stations, coal sheds and water stations, | 3,000 00 | | |
| TOTAL ADDITIONS TO CONSTRUCTION ACCOUNT, | | | \$4,000 00 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$160,000 00 | | |
| Capital stock authorized by votes of company, | 160,000 00 | | |
| Capital stock issued and outstanding, | | | \$160,000 00 |
| Number of shares issued and outstanding, | 1,600 | | |
| Number of stockholders, | 7 | | |
| Number of stockholders in Massachusetts, | 7 | | |
| Amount of stock held in Massachusetts, | \$160,000 00 | | |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massa- chusetts. |
|---------------------------------------|------------------|------------------------|
| Length of main line, | Miles. 11.230 | Miles. 11.230 |
| Length of side track, etc., | 3.230 | 3.230 |
| TOTAL LENGTH OF TRACK, | 14.460 | 14.460 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PROVIDENCE, WEBSTER & SPRINGFIELD RAILROAD COMPANY,
WEBSTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Chas. G. Washburn, *President*, 314 Main Street, Worcester, Mass. Amos
Bartlett, *Vice-President*, Webster, Mass. Frank B. Smith, *Treasurer*, 314 Main
Street, Worcester, Mass. Charles Gerber, *Clerk of Corporation*, Webster, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles G. Washburn, 314 Main Street, Worcester, Mass. Frank B. Smith, 314 Main Street, Worcester, Mass. Amos Bartlett, Webster, Mass. Elias P. Morton, Dudley, Mass. Charles Gerber, Webster, Mass. Edwin Bartlett, North Oxford, Mass. Samuel Slater, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHARLES G. WASHBURN,
FRANK BULKELEY SMITH,
CHARLES GERBER,
E. P. MORTON,

Directors.

FRANK BULKELEY SMITH,

Treasurer.

CHARLES GERBER,

Chief Accounting Officer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. SEPT. 6, 1905. Then personally appeared the above-named Charles G. Washburn, Frank Bulkeley Smith and Charles Gerber, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHAS. G. WINTER,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. SEPT. 7, 1905. Then personally appeared Elias P. Morton, and made oath that the foregoing report, by him subscribed, is true to the best of his knowledge and belief.

Before me,

JOHN M. CRAWFORD,

Justice of the Peace.

RETURN

OF THE

PROVIDENCE & WORCESTER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

[Leased to and operated by the New York, New Haven & Hartford.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-----------------------|
| Rental received from lease of road, | \$416,000 00 |
| Income from other sources: interest, | 1,459 09 |
| GROSS INCOME, | \$417,459 09 |
| Expenses and charges upon income accrued during the year: | |
| Salaries and maintenance of organization, | \$9,842 03 |
| Interest on funded debt, | 60,000 00 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | 69,842 03 |
| NET DIVISIBLE INCOME, | \$347,617 06 |
| Dividends declared (10 per cent), | 350,000 00 |
| Deficit for the year ending June 30, 1905, | \$2,382 94 |
| Amount of surplus June 30, 1904, | 227,428 75 |
| TOTAL SURPLUS JUNE 30, 1905, | \$225,045 81 |
| GENERAL BALANCE SHEET JUNE 30, 1905. | |
| ASSETS. | DR. |
| Cost of road, | \$4,276,250 00 |
| Cost of equipment, | 828,887 40 |
| TOTAL PERMANENT INVESTMENTS, | \$5,105,137 40 |
| Cash, | \$39,160 44 |
| Due from solvent companies and individuals, | 80,747 97 |
| TOTAL CASH AND CURRENT ASSETS, | 119,908 41 |
| TOTAL, | \$5,225,045 81 |
| LIABILITIES. | CR. |
| Capital stock, | \$3,500,000 00 |
| Funded debt, | 1,500,000 00 |
| Profit and loss balance (surplus), | 225,045 81 |
| TOTAL, | \$5,225,045 81 |

| CAPITAL STOCK. | | |
|---|----------------|----------------|
| Capital stock authorized by law, | \$3,500,000 00 | \$3,500,000 00 |
| Capital stock authorized by votes of company, | 3,500,000 00 | |
| Capital stock issued and outstanding, | | |
| Number of shares issued and outstanding, | 35,000 | |
| Number of stockholders, | 871 | |
| Number of stockholders in Massachusetts, | 489 | |
| Amount of stock held in Massachusetts, | \$1,928,600 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage, currency, coupon, | Per Cent. 4 | Oct. 1, 1947, | \$1,500,000 00 | \$60,000 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|---|---------|-------------------|
| | Miles. | Miles. |
| Length of main line, | 43.400 | 25.500 |
| Length of branch line, | 7.000 | .500 |
| TOTAL LENGTH OF LINE OWNED, | 50.400 | 26.000 |
| Length of second track, | 48.980 | 24.980 |
| Length of third track, | 4.300 | - |
| Length of fourth track, | 4.300 | - |
| Length of side track, etc., | 77.390 | 23.330 |
| TOTAL LENGTH OF TRACK OWNED,* | 185.370 | 74.310 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PROVIDENCE & WORCESTER RAILROAD COMPANY,

PROVIDENCE, R. I.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Moses B. I. Goddard, *President*, Providence, R. I. William A. Leete, *Treasurer and Clerk of Corporation*, Providence, R. I.

* Five miles of main line and second track, the third and fourth tracks and 10.120 miles of sidings included above are jointly owned with the Boston & Providence Railroad Company, all in Rhode Island.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Moses B. I. Goddard, Warwick, R. I. Joseph E. Davis, Boston, Mass.
G. Marston Whitin, Whitinsville, Mass. A. George Bullock, Worcester, Mass.
Waldo Lincoln, Worcester, Mass. Walter F. Angell, Providence, R. I.

We hereby certify that the statements contained in the foregoing return are full, just and true.

MOSES B. I. GODDARD,
A. G. BULLOCK,
WALDO LINCOLN,
WALTER F. ANGELL,
WM. A. LEETE,
Directors.
Treasurer.

STATE OF RHODE ISLAND.

PROVIDENCE, ss. SEPT. 13, 1905. Then personally appeared the above-named Moses B. I. Goddard, A. G. Bullock, Waldo Lincoln and Walter F. Angell, directors, and Wm. A. Leete, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CLIFFORD WHIPPLE,
Notary Public.

RETURN

OF THE

RHODE ISLAND & MASSACHUSETTS RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

[Leased to and operated by the New York, New Haven & Hartford. This road is owned by the N. Y., N. H. & H. R.R. Co., and its earnings and expenses are included in the return of that company.]

| GENERAL EXHIBIT FOR THE YEAR. | | |
|---|--------------|---------------------|
| Amount of surplus June 30, 1904, | | \$14,821 13 |
| Debits to profit and loss account during the year: accrued rental charged off, | | 2,500 00 |
| TOTAL SURPLUS JUNE 30, 1905, | | \$12,321 13 |
| GENERAL BALANCE SHEET JUNE 30, 1905. | | |
| ASSETS. | | DR. |
| Cost of road, | | \$112,321 13 |
| TOTAL, | | \$112,321 13 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$100,000 00 |
| Profit and loss balance (surplus), | | 12,321 13 |
| TOTAL, | | \$112,321 13 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$100,000 00 | |
| Capital stock authorized by votes of company, | 100,000 00 | |
| Capital stock issued and outstanding, | | \$100,000 00 |
| Number of shares issued and outstanding, | 1,000 | |
| Number of stockholders, | 1 | |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massa- chusetts. |
|---|--------------|------------------------|
| | Miles. | Miles. |
| Length of main line, | 6.520 | 6.520 |
| Length of side track, etc., | .860 | .860 |
| TOTAL LENGTH OF TRACK OWNED, | 7.380 | 7.380 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

RHODE ISLAND & MASSACHUSETTS RAILROAD COMPANY
(MASSACHUSETTS DIVISION),

PROVIDENCE, R. I.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles S. Mellen, *President*, New Haven, Conn. A. S. May, *Treasurer*,
New Haven, Conn. John G. Parker, *Clerk of Corporation*, New Haven, Conn.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles S. Mellen, New Haven, Conn. Fayette S. Curtis, Boston, Mass.
Charles F. Choate, Boston, Mass. Nathaniel Thayer, Boston, Mass. Robert
W. Taft, Providence, R. I.

We hereby certify that the statements contained in the foregoing return are
full, just and true.

CHARLES S. MELLEN,
CHARLES F. CHOATE,
ROBERT W. TAFT,
N. THAYER,
A. S. MAY,
Directors.
Treasurer.

STATE OF NEW YORK.

CITY AND COUNTY OF NEW YORK, ss. SEPT. 16, 1905. Then personally
appeared the above-named Charles S. Mellen, Charles F. Choate, Robert W.
Taft and N. Thayer, and severally made oath that the foregoing certificate by
them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK E. HALL,
Justice of the Peace.

STATE OF CONNECTICUT.

CITY AND COUNTY OF NEW HAVEN, ss. SEPT. 19, 1905. Then personally
appeared the above-named A. S. May, and made oath that the foregoing cer-
tificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

ARTHUR W. BOWMAN,
Notary Public.

RETURN

OF THE

STOCKBRIDGE & PITTSFIELD RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

[Leased to and operated by the New York, New Haven & Hartford.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|--------------------|
| Rental received from lease of road, | \$27,172 00 |
| Dividends received on stocks owned: 34 shares Stockbridge & Pittsfield Railroad Company, | 255 00 |
| Income from other sources: interest on deposits, | 2 50 |
| GROSS INCOME, | \$27,429 50 |
| Expenses and charges upon income accrued during the year: salaries and maintenance of organization, | 404 00 |
| NET DIVISIBLE INCOME, | \$27,025 50 |
| Dividends declared ($7\frac{1}{2}$ per cent), | 33,652 50 |
| Deficit for the year ending June 30, 1905, | \$6,627 00 |
| Amount of surplus June 30, 1904, | 10,432 25 |
| TOTAL SURPLUS JUNE 30, 1905, | \$3,805 25 |

| GENERAL BALANCE SHEET JUNE 30, 1905. | |
|---|---------------------|
| ASSETS. | Dr. |
| Cost of road, | \$448,700 00 |
| Stock of Stockbridge & Pittsfield Railroad Company, | 2,550 00 |
| TOTAL PERMANENT INVESTMENTS, | \$451,250 00 |
| Cash, | 1,255 25 |
| TOTAL, | \$452,505 25 |
| LIABILITIES. | Cr. |
| Capital stock, | \$448,700 00 |
| Profit and loss balance (surplus), | 3,805 25 |
| TOTAL, | \$452,505 25 |

| CAPITAL STOCK. | | |
|---|--------------|--------------|
| Capital stock authorized by law, | \$550,000 00 | |
| Capital stock authorized by votes of company, | 448,700 00 | |
| Capital stock issued and outstanding, | | \$448,700 00 |
| Number of shares issued and outstanding, | 4,487 | |
| Number of stockholders, | 128 | |
| Number of stockholders in Massachusetts, | 76 | |
| Amount of stock held in Massachusetts, | \$5,900 00 | |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massa- chusetts. |
|--|------------------|------------------------|
| Length of main line, | Miles. 22.020 | Miles. 22.020 |
| Length of side track, etc., | 11.300 | 11.300 |
| TOTAL LENGTH OF TRACK OWNED, | 33.320 | 33.320 |

GENERAL REMARKS AND EXPLANATIONS.

By an act of the Legislature of the Commonwealth of Massachusetts, approved March 23, 1905, this railroad was consolidated with the Berkshire Railroad Company, effective July 1, 1905.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

STOCKBRIDGE & PITTSFIELD RAILROAD COMPANY,
NEW HAVEN, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles S. Mellen, *President*, New Haven, Conn. A. S. May, *Treasurer*, New Haven, Conn. John G. Parker, *Clerk of Corporation*, New Haven, Conn.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles S. Mellen, New Haven, Conn. John M. Hall (died January 27, 1905). Arthur D. Osborne, New Haven, Conn. C. F. Brooker, Ansonia, Conn. Geo. H. Tucker, Pittsfield, Mass. Frank H. Wright, Great Barrington, Mass. Daniel A. Kimball, Stockbridge, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHARLES S. MELLEN,
CHAS. F. BROOKER,
ARTHUR D. OSBORNE,
DANIEL A. KIMBALL,

Directors.

A. S. MAY,

Treasurer.

STATE OF NEW YORK.

CITY^Y AND COUNTY OF NEW YORK, SS. SEPT. 16, 1905. Then personally appeared the above-named Charles S. Mellen, Charles F. Brooker, and Arthur D. Osborne, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK E. HALL,
Notary Public, New York County.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, SS. SEPT. 21, 1905. Then personally appeared the above-named Daniel A. Kimball, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

MICHAEL FLYNN, 2D,
Justice of the Peace.

STATE OF CONNECTICUT.

CITY AND COUNTY OF NEW HAVEN, SS. SEPT. 22, 1905. Then personally appeared the above-named A. S. May, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

ARTHUR W. BOWMAN,
Notary Public.

RETURN

OF THE

STONY BROOK RAILROAD CORPORATION

FOR THE YEAR ENDING JUNE 30, 1905.

[Leased to and operated by the Boston & Maine.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|--------------|
| Rental received from lease of road, | \$21,500 00 |
| Expenses and charges upon income accrued during the year: | |
| salaries and maintenance of organization, | 381 75 |
| NET DIVISIBLE INCOME, | \$21,118 25 |
| Dividends declared (7 per cent), | 21,000 00 |
| Surplus for the year ending June 30, 1905, | \$118 25 |
| Amount of deficit June 30, 1904, | 1,257 62 |
| TOTAL DEFICIT JUNE 30, 1905, | \$1,139 37 |
| GENERAL BALANCE SHEET JUNE 30, 1905. | |
| ASSETS. | DR. |
| Cost of road, | \$276,601 19 |
| Cost of equipment, | 21,492 38 |
| TOTAL PERMANENT INVESTMENTS, | \$298,093 57 |
| Cash, | 767 06 |
| Profit and loss balance (deficit), | 1,139 37 |
| TOTAL, | \$300,000 00 |
| LIABILITIES. | CR. |
| Capital stock, | \$300,000 00 |
| TOTAL, | \$300,000 00 |
| CAPITAL STOCK. | |
| Capital stock authorized by law, | \$300,000 00 |
| Capital stock authorized by votes of company, | 300,000 00 |
| Capital stock issued and outstanding, | \$300,000 00 |
| Number of shares issued and outstanding, | 3,000 |
| Number of stockholders, | 228 |
| Number of stockholders in Massachusetts, | 203 |
| Amount of stock held in Massachusetts, | \$279,400 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|--|------------------|-------------------|
| Length of main line, | Miles. 13.160 | Miles. 13.160 |
| Length of side track, etc., | 6.060 | 6.060 |
| TOTAL LENGTH OF TRACK OWNED, | 19.220 | 19.220 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

STONY BROOK RAILROAD CORPORATION,
61 MERRIMACK STREET, LOWELL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

George F. Richardson, *President*, Lowell, Mass. Frank E. Dunbar, *Treasurer*, Lowell, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George F. Richardson, Lowell, Mass. Jacob Rogers, Lowell, Mass. George S. Motley, Lowell, Mass. Alexander G. Cumnock, Lowell, Mass. Alphonso S. Covell, Boston, Mass. Edward N. Burke, Lowell, Mass. Charles L. Hildreth, Lowell, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

LUCIUS TUTTLE,
SAMUEL C. LAWRENCE,
RICHARD OLNEY,
JOSEPH H. WHITE,
ALVAH W. SULLOWAY,

Directors of the Boston & Maine Railroad.

HERBERT E. FISHER,

Treasurer of the Boston & Maine Railroad.

WM. J. HOBBS,

Fourth Vice-President and General Auditor

of the Boston & Maine Railroad.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, July 27, 1905. Then personally appeared the above-named Lucius Tuttle, Samuel C. Lawrence, Richard Olney, Alvah W. Sulloway, Joseph H. White, directors, Herbert E. Fisher, treasurer, and William J. Hobbs, fourth vice-president and general auditor, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM B. LAWRENCE,

Justice of the Peace.

RETURN

OF THE

UNION FREIGHT RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$89,080 61 |
| Operating expenses, | 58,410 99 |
| NET EARNINGS FROM OPERATION, | \$30,669 62 |
| Dividends received on stocks owned: Union Freight R.R. Co., | 910 00 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$31,579 62 |
| Charges upon income accrued during the year: | |
| Interest and discount on unfunded debts and loans, | \$2,383 53 |
| Taxes, | 2,712 33 |
| Other deductions from income: reserve for settlement of unadjusted claims, | 7,000 00 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 12,095 86 |
| NET DIVISIBLE INCOME, | \$19,483 76 |
| Dividends declared during the year (April, 1905, 7 per cent on \$300,000) | 21,000 00 |
| Deficit for the year ending June 30, 1905, | \$1,516 24 |
| Amount of surplus June 30, 1904, | 51,184 18 |
| Credits to profit and loss account during the year: amount transferred from "reserve for settlement of unadjusted claims," | 1,664 40 |
| TOTAL SURPLUS JUNE 30, 1905, | \$51,332 34 |

EARNINGS FROM OPERATION.

| DEPARTMENT OF SERVICE. | Gross Receipts. | Deductions. | Earnings. |
|--|-----------------|-------------|-------------|
| Freight service: | | | |
| Gross receipts from freight, | \$88,950 75 | | |
| Deductions: | | | |
| Other repayments, | | \$148 40 | |
| TOTAL EARNINGS, FREIGHT SERVICE, | | | \$88,802 35 |
| Other earnings from operation: | | | |
| Car mileage—balance, | | | 278 26 |
| GROSS EARNINGS FROM OPERATION, | | | \$89,080 61 |

EXPENSES OF OPERATION.

| | |
|---|--------------------|
| General expenses : | |
| Salaries of general officers, | \$6,600 19 |
| Salaries of clerks and attendants, | 664 00 |
| General office expenses and supplies, | 82 06 |
| Law expenses, | 2,462 79 |
| TOTAL, | \$9,809 04 |
| Maintenance of way and structures : | |
| Repairs of roadway, | \$10,829 91 |
| Renewals of rails, | 235 95 |
| Repairs and renewals of buildings and fixtures, | 181 24 |
| TOTAL, | \$11,247 10 |
| Maintenance of equipment: repairs and renewals of locomotives, | |
| | \$3,629 51 |
| Conducting transportation : | |
| Engine and roundhouse men, | \$8,682 20 |
| Fuel for locomotives, | 5,930 42 |
| Water supply for locomotives, | 259 20 |
| Oil, tallow and waste for locomotives, | 347 29 |
| Other supplies for locomotives, | 19 00 |
| Train service, | 12,747 75 |
| Train supplies and expenses, | 97 99 |
| Switchmen, flagmen and watchmen, | 1,201 20 |
| Telegraph expenses, | 174 83 |
| Station service, | 2,540 00 |
| Station supplies, | 212 01 |
| Loss and damage, | 374 70 |
| Injuries to persons, | 1,009 80 |
| Stationery and printing, | 128 95 |
| TOTAL, | \$33,725 34 |
| Recapitulation : | |
| General expenses, | \$9,809 04 |
| Maintenance of way and structures, | 11,247 10 |
| Maintenance of equipment, | 3,629 51 |
| Conducting transportation, | 33,725 34 |
| TOTAL OPERATING EXPENSES, | \$58,410 99 |
| Percentage of operating expenses to gross earnings, | 65.57 |

GENERAL BALANCE SHEET JUNE 30, 1905.

| ASSETS. | DR. |
|---|---------------------|
| Cost of road, | \$401,069 67 |
| Cost of equipment, | 12,000 00 |
| Stock of Union Freight R.R. Co., | 13,000 00 |
| TOTAL PERMANENT INVESTMENTS, | \$426,069 67 |
| Cash, | 28,591 60 |
| Materials and supplies, | 1,341 27 |
| TOTAL, | \$456,002 54 |

| LIABILITIES. | | Cr. | |
|---|--|-----|---------------------|
| Capital stock, | | | \$300,000 00 |
| Real estate mortgages, | | | 88,500 00 |
| Current liabilities: audited vouchers and accounts, | | | 2,972 10 |
| Sinking and other special funds: reserve for settlement of unadjusted claims, | | | 13,198 10 |
| Profit and loss balance (surplus), | | | 51,332 34 |
| TOTAL, | | | \$456,002 54 |

| CAPITAL STOCK. | | | |
|---|--------------|--|--------------|
| Capital stock authorized by law, | \$500,000 00 | | |
| Capital stock authorized by votes of company, | 300,000 00 | | |
| Capital stock issued and outstanding, | | | \$300,000 00 |
| Number of shares issued and outstanding, | 3,000 | | |
| Number of stockholders, | 3 | | |
| Number of stockholders in Massachusetts, | 3 | | |
| Amount of stock held in Massachusetts, | \$300,000 00 | | |

REAL ESTATE MORTGAGES.

| DESCRIPTION OF MORTGAGED PROPERTY. | Rate of Interest. | Mortgage when Due. | Amount. | Interest Paid during the Year. |
|------------------------------------|-------------------|--------------------|-------------|--------------------------------|
| | Per Cent. | | | |
| Real estate in Boston, | 3½ | June 16, 1908, | \$88,500 00 | \$3,097 50 |

VOLUME OF TRAFFIC, ETC.

| | | |
|--|--|---------------|
| Freight traffic: | | |
| Number of tons of freight hauled earning revenue, | | 299,014 |
| Number of tons of freight hauled one mile, | | 411,144 |
| Number of tons of freight hauled one mile per mile of road operated, | | 169,195 |
| Average length of haul per ton, | | 1.375 miles. |
| Average amount received per ton per mile hauled, | | 21.599 cents. |
| Freight earnings (gross) per mile of road operated, | | \$36,544 15 |
| Freight earnings (gross) per freight-train mile run, | | 3 39 |
| Operating expenses: | | |
| Operating expenses per mile of road operated, | | 24,037 44 |
| Operating expenses per revenue-train mile run, | | 2 23 |
| Train mileage: | | |
| Miles run by freight trains, | | 26,178 |
| Total train mileage, | | 26,178 |
| Fares and freights: | | |
| Average rate received per ton mile for local freight, | | 21.599 cents. |
| Employees: | | |
| Average number of persons employed, | | 45 |

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED AND OPERATED. | Total. | In Massachusetts. |
|---|-----------------|-------------------|
| Length of main line, | Miles. 2.431 | Miles. 2.431 |
| Length of second track, | .937 | .937 |
| Length of side track, etc., | 1.280 | 1.280 |
| TOTAL LENGTH OF TRACK OWNED AND OPERATED, | 4.648 | 4.648 |

DESCRIPTION OF EQUIPMENT.

| ROLLING STOCK. | Number Owned. | Equipped with Power Driving-wheel Brakes. | Maximum Weight. | Average Weight. |
|--------------------|---------------|---|-----------------|-----------------|
| LOCOMOTIVES. | | | Lbs. | Lbs. |
| Freight, | 4 | 4 | 62,000 | 62,000 |

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | IN MASSACHUSETTS. | | | | | | TOTAL ON ALL LINES OPERATED. | |
|---------------------------|---|----------|--|----------|---------|----------|------------------------------------|----------|
| | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | | | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, . | - | - | - | - | - | - | - | - |
| Employees, . | - | 1 | - | - | - | 1 | - | 1 |
| Other persons, | - | - | 1 | - | 1 | - | 1 | - |
| TOTALS, . | - | 1 | 1 | - | | 1 | 1 | 1 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

UNION FREIGHT RAILROAD COMPANY,

SOUTH TERMINAL STATION, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Fayette S. Curtis, *President*, Boston, Mass. Austin W. Adams, *Treasurer and Clerk of Corporation*, Boston, Mass. Frank A. Farnham, *General Counsel*, Boston, Mass. George L. Winlock, *General Freight Agent*, Boston, Mass. Amasa H. Grovenor, *Superintendent*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Fayette S. Curtis, Boston, Mass. Charles F. Choate, Southborough, Mass.
George A. Gardner, Boston, Mass. Charles S. Mellen, New Haven, Conn.
Nathaniel Thayer, Lancaster, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

FAYETTE S. CURTIS,
CHARLES F. CHOATE,
N. THAYER, *Directors.*
AUSTIN W. ADAMS,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 8, 1905. Then personally appeared the above-named Fayette S. Curtis, Charles F. Choate, N. Thayer, directors, and Austin W. Adams, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALFRED H. LITCHFIELD,
Justice of the Peace.

RETURN

OF THE

VERMONT & MASSACHUSETTS RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

[Leased to and operated by the Boston & Maine.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|----------------|
| Rental received from lease of road, | \$194,580 00 |
| Expenses and charges upon income accrued during the year: salaries and maintenance of organization, | 3,000 00 |
| NET DIVISIBLE INCOME, | \$191,580 00 |
| Dividends declared (6 per cent), | \$191,580 00 |
| Amount of surplus June 30, 1904, | \$2,303,959 71 |
| Credits to profit and loss account during the year: better- ments to road by Fitchburg R.R. Co., | 47,096 09 |
| TOTAL SURPLUS JUNE 30, 1905, | \$2,351,055 80 |
| GENERAL BALANCE SHEET JUNE 30, 1905. | |
| ASSETS. | DR. |
| Cost of road, | \$3,334,940 82 |
| Cost of equipment, | 261,233 64 |
| Lands in Massachusetts, | 2,107 65 |
| Turner's Falls Branch, | 145,300 63 |
| Betterments to road made since January 1, 1874, as reported by Fitchburg Railroad, | 2,572,473 06 |
| TOTAL PERMANENT INVESTMENTS, | \$6,316,055 80 |
| Cash, | 13,140 50 |
| TOTAL, | \$6,329,196 30 |
| LIABILITIES. | CR. |
| Capital stock, | \$3,193,000 00 |
| Funded debt, | 772,000 00 |
| Current liabilities: dividends not called for, | 13,140 50 |
| Profit and loss balance (surplus), | 2,351,055 80 |
| TOTAL, | \$6,329,196 30 |

CAPITAL STOCK.

| | | |
|---|----------------|----------------|
| Capital stock authorized by law, | \$4,700,000 00 | |
| Capital stock authorized by votes of company, | 3,193,000 00 | |
| Capital stock issued and outstanding, | | \$3,193,000 00 |
| Number of shares issued and outstanding, | 31,930 | |
| Number of stockholders, | 1,319 | |
| Number of stockholders in Massachusetts, | 1,132 | |
| Amount of stock held in Massachusetts, | \$2,953,500 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|------------------------|-------------------|-------------------|---------------------|--------------------------------|
| Plain bonds, | Per Cent. 3½ | May 1, 1923, | \$772,000 00 | \$27,020 00* |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|--|---------|-------------------|
| | Miles. | Miles. |
| Length of main line, | 55.780 | 55.780 |
| Length of branch line, | 2.800 | 2.800 |
| TOTAL LENGTH OF LINE OWNED, | 58.580 | 58.580 |
| Length of second track, | 55.780 | 55.780 |
| Length of side track, etc., | 42.770 | 42.770 |
| TOTAL LENGTH OF TRACK OWNED, | 157.130 | 157.130 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

VERMONT & MASSACHUSETTS RAILROAD COMPANY,
TREASURER'S OFFICE, 53 DEVONSHIRE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles E. Ware, *President*, Fitchburg, Mass. F. B. Shepley, *Treasurer*, Boston, Mass. Charles E. Hatfield, *Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Francis Goodhue, Brattleboro, Vt. Edward L. Davis, Worcester, Mass. Alvah Crocker, Fitchburg, Mass. Charles A. Welch, Cohasset, Mass. George F. Richardson, Lowell, Mass. Charles E. Ware, Fitchburg, Mass. Charles T. Crocker, Fitchburg, Mass.

* Paid by Lessee.

We hereby certify that the statements contained in the foregoing return are full, just and true.

MOSES WILLIAMS,
JOSEPH B. RUSSELL,
GORDON ABBOTT,
B. N. BULLOCK,
CHAS. E. WARE,
GEO. R. WALLACE,
C. T. CROCKER,

Directors Fitchburg Railroad Company.

DAN. A. GLEASON,

Treasurer Fitchburg Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. AUG. 29, 1905. Then personally appeared the above-named Moses Williams, Joseph B. Russell, Gordon Abbott, B. N. Bullock, Chas. E. Ware, George R. Wallace, C. T. Crocker and Danl. A. Gleason, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEORGE O. FOSTER,

Justice of the Peace.

RETURN

OF THE

WARE RIVER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

[Leased to and operated by the Boston & Albany (New York Central & Hudson River, lessee).]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|----------------|
| Rental received from lease of road, | \$52,500 00 |
| Dividends declared (7 per cent), | \$52,500 00 |
| GENERAL BALANCE SHEET JUNE 30, 1905. | |
| ASSETS. | Dr. |
| Cost of road, | \$1,115,163 82 |
| TOTAL, | \$1,115,163 82 |
| LIABILITIES. | Cr. |
| Capital stock, | \$750,000 00 |
| Unfunded debt, | 365,163 82 |
| TOTAL, | \$1,115,163 82 |
| CAPITAL STOCK. | |
| Capital stock authorized by law, | \$1,000,000 00 |
| Capital stock authorized by votes of company, | 750,000 00 |
| Capital stock issued and outstanding, | \$750,000 00 |
| Number of shares issued and outstanding, | 7,500 |
| Number of stockholders, | 150 |
| Number of stockholders in Massachusetts, | 142 |
| Amount of stock held in Massachusetts, | \$609,400 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massa- chusetts. |
|--|------------------|------------------------|
| Length of main line, | Miles. 49.350 | Miles. 49.350 |
| Length of side track, etc., | 7.320 | 7.320 |
| TOTAL LENGTH OF TRACK OWNED, | 56.670 | 56.670 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WARE RIVER RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James A. Rumrill, *President*, Springfield, Mass. Frank H. Ratcliffe, *Treasurer*, Boston, Mass. Edgar W. Long, *Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

James A. Rumrill, Springfield, Mass. Chas. E. Stevens, Ware, Mass. Henry B. Chapin, Boston, Mass. Chas. S. Sargent, Brookline, Mass. Frederick H. Gillett, Springfield, Mass. Chester W. Bliss, Springfield, Mass. Frank H. Ratcliffe, Newton Centre, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

J. A. RUMRILL,
HENRY B. CHAPIN,
CHARLES S. SARGENT,
FRANK H. RATCLIFFE,
Directors.
F. H. RATCLIFFE,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Sept. 27, 1905. Then personally appeared the above-named J. A. Rumrill, F. H. Ratcliffe and Henry B. Chapin, and on November 9, 1905, Charles S. Sargent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK I. JAQUITH,
Notary Public.

RETURN
OF THE
WEST STOCKBRIDGE RAILROAD CORPORATION
FOR THE YEAR ENDING JUNE 30, 1905.

[Leased to and operated by the New York, New Haven & Hartford. This road is owned by the N. Y., N. H. & H. R.R. Co., and its earnings and expenses are included in the return of that company.]

| GENERAL BALANCE SHEET JUNE 30, 1905. | | |
|---|-------------|-------------|
| ASSETS. | | DR. |
| Cost of road, | | \$39,600 00 |
| TOTAL, | | \$39,600 00 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$39,600 00 |
| TOTAL, | | \$39,600 00 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$75,000 00 | |
| Capital stock authorized by votes of company, | 39,600 00 | |
| Capital stock issued and outstanding, | | \$39,600 00 |
| Number of shares issued and outstanding, | 396 | |
| Number of stockholders, | 5 | |

DESCRIPTION OF RAILROAD OWNED.
(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massa- chusetts. |
|--|-----------------|------------------------|
| Length of main line, | Miles. 2.640 | Miles. 2.640 |
| Length of side track, etc., | 1.010 | 1.010 |
| TOTAL LENGTH OF TRACK OWNED, | 3.650 | 3.650 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.
WEST STOCKBRIDGE RAILROAD CORPORATION,
NEW HAVEN, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles S. Mellen, *President*, New Haven, Conn. A. S. May, *Treasurer*,
New Haven, Conn. John G. Parker, *Clerk of Corporation*, New Haven, Conn.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John M. Hall (died Jan. 27, 1905). Percy R. Todd, New Haven, Conn.
H. M. Kochersperger, New Haven, Conn. Charles S. Mellen, New Haven,
Conn. Charles F. Brooker, Ansonia, Conn.

We hereby certify that the statements contained in the foregoing return are
full, just and true.

CHARLES S. MELLEN,
CHAS. F. BROOKER,
PERCY R. TODD,
Directors.
A. S. MAY,
Treasurer.

STATE OF NEW YORK.

CITY AND COUNTY OF NEW YORK, SS. SEPT. 16, 1905. Then personally
appeared the above-named Charles S. Mellen, Charles F. Brooker and Percy
R. Todd, and severally made oath that the foregoing certificate by them sub-
scribed is, to the best of their knowledge and belief, true.

Before me,

FRANK E. HALL,
Notary Public, New York County.

STATE OF CONNECTICUT.

CITY AND COUNTY OF NEW HAVEN, SS. SEPT. 19, 1905. Then personally
appeared the above-named A. S. May, and made oath that the foregoing cer-
tificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

ARTHUR W. BOWMAN,
Notary Public.

RETURN

OF THE

WORCESTER, NASHUA & ROCHESTER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1905.

[Leased to and operated by the Boston & Maine.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|----------------|
| Rental received from lease of road, | \$250,000 00 |
| Income from other sources: interest on bank account, | 163 74 |
| GROSS INCOME, | \$250,163 74 |
| Expenses and charges upon income accrued during the year: | |
| Salaries and maintenance of organization, | \$2,381 61 |
| Interest on funded debt, | 71,040 00 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | 73,421 61 |
| NET DIVISIBLE INCOME, | \$176,742 13 |
| Dividends declared ($5\frac{1}{2}$ per cent on 30,644 shares), | 176,203 00 |
| Surplus for the year ending June 30, 1905, | \$539 13 |
| Amount of deficit June 30, 1904, | 279,481 81 |
| TOTAL DEFICIT JUNE 30, 1905, | \$278,942 68 |
| GENERAL BALANCE SHEET JUNE 30, 1905. | |
| ASSETS. | DR. |
| Cost of road, | \$4,138,584 99 |
| Cost of equipment, | 415,336 03 |
| TOTAL PERMANENT INVESTMENTS, | \$4,553,921 02 |
| Cash, | \$39,316 30 |
| Bills receivable: Worcester, Nashua & Rochester stock, | 35,400 00 |
| TOTAL CASH AND CURRENT ASSETS, | 74,716 30 |
| Profit and loss balance (deficit), | 278,942 68 |
| TOTAL, | \$4,907,580 00 |

| LIABILITIES. | | Cr. | |
|--|----------------|-----|----------------|
| Capital stock, | | | \$3,099,800 00 |
| Funded debt, | | | 1,776,000 00 |
| Current liabilities: matured interest coupons unpaid (including coupons due July 1), | | | 27,980 00 |
| Accrued liabilities: interest accrued and not yet due, | | | 3,800 00 |
| TOTAL, | | | \$4,907,580 00 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$3,600,000 00 | | |
| Capital stock authorized by votes of company, | 3,099,800 00 | | |
| Capital stock issued and outstanding, | | | \$3,099,800 00 |
| Number of shares issued and outstanding, | 30,998 | | |
| Number of stockholders, | 785 | | |
| Number of stockholders in Massachusetts, | 529 | | |
| Amount of stock held in Massachusetts, | \$912,000 00 | | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| First mortgage bonds, | 4 | Jan. 1, 1906, | \$150,000 00 | \$6,000 00 |
| First mortgage bonds, | 4 | Jan. 1, 1913, | 511,000 00 | 20,440 00 |
| First mortgage bonds, | 4 | Jan. 1, 1930, | 735,000 00 | 29,500 00 |
| First mortgage bonds, | 4 | Oct. 1, 1934, | 380,000 00 | 15,180 00 |
| TOTALS, | | | \$1,776,000 00 | \$71,120 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|--|---------|-------------------|
| | Miles. | Miles. |
| Length of main line, | 94.480 | 39.460 |
| Length of second track, | 18.130 | 18.130 |
| Length of side track, etc., | 50.930 | 32.390 |
| TOTAL LENGTH OF TRACK OWNED, | 163.540 | 89.980 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER, NASHUA & ROCHESTER RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

George G. Haven, *President*, 32 Nassau Street, New York, N. Y. Charles H. Bowen, *Treasurer and Clerk of Corporation*, 53 State Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George G. Haven, New York, N. Y. James N. Jarvie, New York, N. Y. Adrian Iselin, Jr., New York, N. Y. Frederic Cromwell, New York, N. Y. Richard A. McCurdy, New York, N. Y. Henry L. Higginson, Boston, Mass. Nathaniel Thayer, Lancaster, Mass. Albert Wallace, Rochester, N. H. Charles H. Bowen, Brookline, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

G. G. HAVEN,
H. L. HIGGINSON,
N. THAYER,
JAMES N. JARVIE,
ADRIAN ISELIN, JR.,
ALBERT WALLACE,
C. H. BOWEN,
Directors.
C. H. BOWEN,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. AUG. 4, 1905. Then personally appeared the above-named Albert Wallace, C. H. Bowen, H. L. Higginson and N. Thayer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, EUGENE W. LEIGHTON,
Notary Public.

STATE OF NEW YORK.

NEW YORK, ss. AUG. 22, 1905. Then personally appeared the above-named G. G. Haven, James N. Jarvie and Adrian Iselin, Jr., and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, MARTIN EICHE,
Notary Public, New York County.

To the Honorable Board of Railroad Commissioners for the Commonwealth of Massachusetts.

The undersigned, commissioner of Worcester, Nashua & Rochester Railroad Company for the Commonwealth of Massachusetts, having examined the official report of said company to your honorable Board for the year ending June 30, 1905, believes it to be correct in statements and figures, and hereby approves the same.

WORCESTER, August 14, 1905.

The undersigned, commissioner for the Commonwealth of Massachusetts for the Worcester, Nashua & Rochester Railroad Company, on the above-named date examined the aforesaid report of said company to the said honorable Board of Commissioners, for the year aforesaid, so far as to determine what portion of the receipts and expenditures of said company pertained to that part of the road lying in Massachusetts, and what portion to that part lying in New Hampshire, with the following result:—

| | | |
|---|--------------|----------------|
| Total cost of road and equipment, | | \$4,553,921 02 |
| Income from entire road (leased), | \$250,000 00 | |
| Interest on bank account, | 163 74 | |
| | | \$250,163 74 |
| Expenses and charges for the year: | | |
| Salaries and maintenance of organization, | \$2,381 61 | |
| Interest on funded debt, | 71,040 00 | |
| Net divisible income, | 176,742 13 | |
| | | \$250,163 74 |

The road being under lease to the Boston & Maine Railroad Company, no account is taken of permanent improvements, or the expenditures and receipts connected with its operation by said company.

An equal apportionment is hereby made of income and expenses to the parts of the road lying respectively in Massachusetts and New Hampshire, on the basis of the nearly equal cost of these separate sections, the difference being less than seventeen thousand dollars.

JOHN J. PUTNAM,
Commissioner.

REPORT

OF THE

AMESBURY & HAMPTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

[Leased to and operated by the Exeter, Hampton & Amesbury of New Hampshire.]

GENERAL EXHIBIT FOR THE YEAR.

| | |
|---|-------------|
| Rental received from lease of railway, | \$9,000 00 |
| Expenses and charges upon income accrued during the year: | |
| interest on funded debt, | 5,000 00 |
| Surplus for the year ending September 30, 1905, | \$4,000 00 |
| Amount of surplus September 30, 1904, | 14,034 95 |
| Debits to profit and loss account during the year: | |
| Rebate lease account Exeter, Hampton & | |
| Amesbury, 1902, | \$3,034 95 |
| Sinking fund, account bonds, | 2,000 00 |
| TOTAL DEBITS, | 5,034 93 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$13,000 00 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | | DR. |
|--|--------------|--------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$117,517 96 | |
| Electric line construction, including poles, | | |
| wiring, feeder lines, etc., | 34,334 35 | |
| Engineering and other expenses incident to | | |
| construction, | 5,406 47 | |
| TOTAL COST OF RAILWAY OWNED, | | \$157,258 78 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$15,586 36 | |
| Electric equipment of same, | 15,000 00 | |
| Other items of equipment: furniture and | | |
| fixtures, | 11 25 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 30,597 61 |

| | | |
|--|--------------|--------------|
| Cost of land and buildings : | | |
| Land necessary for operation of railway, | \$2,531 75 | |
| Electric power stations, including equip- ment, | 36,823 00 | |
| Other buildings necessary for operation of railway, | 13,716 66 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | \$53,071 41 |
| TOTAL PERMANENT INVESTMENTS, | | \$240,927 80 |
| Cash and current assets : | | |
| Bills and accounts receivable, | \$20,517 20 | |
| Sinking and other special funds, | 2,000 00 | |
| TOTAL CASH AND CURRENT ASSETS, | | 22,517 20 |
| TOTAL, | | \$263,445 00 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$100,000 00 |
| Funded debt, | | 100,000 00 |
| Current liabilities : | | |
| Loans and notes payable, | \$44,070 00 | |
| Matured interest coupons unpaid (including coupons due October 1), | 4,375 00 | |
| TOTAL CURRENT LIABILITIES, | | 48,445 00 |
| Sinking and other special funds : account bonds, | | 2,000 00 |
| Profit and loss balance (surplus), | | 13,000 00 |
| TOTAL, | | \$263,445 00 |
| PROPERTY ACCOUNTS. | | |
| Additions to railway : | | |
| Extension of tracks, | \$11 65 | |
| New electric line construction, | 431 40 | |
| TOTAL ADDITIONS TO RAILWAY, | | \$443 05 |
| Additions to land and buildings : new buildings necessary for operation of railway, | | 11 29 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$454 34 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$100,000 00 | |
| Capital stock authorized by votes of company, | 100,000 00 | |
| Capital stock issued and outstanding, | | \$100, |
| Number of shares issued and outstanding, | 1,000 | |
| Number of stockholders, | 6 | |
| Number of stockholders in Massachusetts, | 5 | |
| Amount of stock held in Massachusetts, | \$500 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--------------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage 20-year gold bonds, . | Per Cent. 5 | Oct. 1, 1919, . | \$100,000 00 | \$2,500 00 |

SINKING AND OTHER SPECIAL FUNDS.

| | |
|---|------------|
| Additions during the year to bond sinking fund, | \$2,000 00 |
| TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1905, | \$2,000 00 |

RAILWAY OWNED.

| | |
|--|--------------|
| Length of railway line, | 8.342 miles. |
| Length of sidings, switches, etc., | .409 " |
| Total, computed as single track, | 8.751 " |

RAILWAY OWNED AND LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|------------|
| Length of railway line, | .207 mile. |
|-----------------------------------|------------|

Names of the several cities and towns in which the railway owned by the company is located: Salisbury and Amesbury.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

AMESBURY & HAMPTON STREET RAILWAY COMPANY,
50 MERRIMAC STREET, HAVERHILL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

David A. Belden, *President*, 50 Merrimac Street, Haverhill, Mass. Frederick P. Royce, *Vice-President*, 84 State Street, Boston, Mass. Samuel P. Russell, *Treasurer and Auditor*, 50 Merrimac Street, Haverhill, Mass. Reginald H. Johnson, *Clerk of Corporation*, 53 State Street, Boston, Mass. Franklin Woodman, *General Manager*, 50 Merrimac Street, Haverhill, Mass. Clarence P. Hayden, *Superintendent*, Hampton, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

David A. Belden, Haverhill, Mass. Reginald H. Johnson, Braintree, Mass. Frederick P. Royce, Dedham, Mass. Frank W. Stearns, Newton, Mass. John Dearborn, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

D. A. BELDEN,
REGINALD H. JOHNSON,
JOHN DEARBORN,
SAM'L P. RUSSELL, *Directors.*
FRANKLIN WOODMAN, *Treasurer.*
 General Manager.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. Nov. 10, 1905. Then personally appeared the above-named Samuel P. Russell and Franklin Woodman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES H. POOR,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 13, 1905. Then personally appeared the above-named David A. Belden, Reginald H. Johnson and John Dearborn, and severally made oath that the foregoing certificate by them subscribed is true, to the best of their knowledge and belief.

Before me,

STEPHEN E. YOUNG,
Justice of the Peace.

REPORT

OF THE

AMESBURY & HAMPTON STREET RAILWAY
(EXETER, HAMPTON & AMESBURY STREET RAILWAY COMPANY, LESSEE)

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$23,755 36 |
| Operating expenses, | 23,110 55 |
| NET EARNINGS FROM OPERATION, | \$644 81 |
| Miscellaneous income: sale of old material, | 6 35 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$651 16 |
| Charges upon income accrued during the year: | |
| Interest and discount on unfunded debts and loans, | \$2,640 58 |
| Taxes, State and local, | 375 52 |
| Rentals of leased railways: Amesbury & Hampton, | 9,000 00 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 12,016 10 |
| Deficit for the year ending September 30, 1905, | \$11,364 94 |
| Amount of deficit September 30, 1904, | 24,598 66 |
| Credits to profit and loss account during the year: | |
| Rebate power, 1903, | \$3,729 16 |
| Rebate bond interest, | 625 00 |
| Rebate lease account, | 3,034 95 |
| Rebate adjustment account, 1902, | 3,104 90 |
| TOTAL CREDITS, | 10,494 01 |
| TOTAL DEFICIT SEPTEMBER 30, 1905, | \$25,469 59 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$23,019 72 |
| Receipts from carriage of mails, | 645 00 |
| Receipts from advertising in cars, | 90 64 |
| GROSS EARNINGS FROM OPERATION, | \$23,755 36 |

| EXPENSES OF OPERATION. | |
|---|--------------------|
| General expenses: | |
| Salaries of general officers and clerks, | \$1,036 86 |
| General office expenses and supplies, | 289 89 |
| Legal expenses, | 63 89 |
| Insurance, | 465 10 |
| Other general expenses: advertising, \$348.93; miscellaneous, \$192.01, | 540 94 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 1,339 76 |
| Repair of electric line construction, | 692 47 |
| Repair of buildings, | 143 12 |
| Maintenance of equipment: repair of cars and other vehicles and repair of electric equipment of cars, | 2,227 75 |
| Transportation expenses: | |
| Cost of electric motive power, | 6,763 77 |
| Wages and compensation of persons employed in conducting transportation, | 6,885 00 |
| Removal of snow and ice, | 466 21 |
| Damages for injuries to persons and property, | 1,131 16 |
| Tolls for trackage over other railways, | 460 38 |
| Rentals of buildings and other property, | 38 95 |
| Other transportation expenses: car service supplies and expenses, \$132.71; cleaning and sanding track, \$432.59, | 565 30 |
| TOTAL OPERATING EXPENSES, | \$23,110 55 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 504,910 |
| Number carried per mile of main railway track operated, | 60,526 |
| Number of car miles run, | 151,300 |
| Average number of persons employed, | 16 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 2 | 2 | 2 | 4 |
| Open passenger cars, | 9 | 9 | - | 18 |
| TOTAL, | 11 | 11 | 2 | 22 |
| Snow ploughs, | 1 | - | - | - |

RAILWAY LEASED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|--------------|
| Length of railway line, | 8.342 miles. |
| Length of sidings, switches, etc., | .409 " |
| Total, computed as single track, | 8 751 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|------------|
| Length of railway line, | .207 mile. |
|-----------------------------------|------------|

Names of the several cities and towns in which the railways operated by the company are located : Salisbury and Amesbury.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | - | - | - |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | 2 | - | 2 |
| TOTALS, | - | - | - | 2 | - | 2 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

AMESBURY & HAMPTON STREET RAILWAY COMPANY,

50 MERRIMAC STREET, HAVERHILL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

David A. Belden, *President*, 50 Merrimac Street, Haverhill, Mass. Frederick P. Royce, *Vice-President*, 84 State Street, Boston, Mass. Samuel P. Russell, *Treasurer and Auditor*, 50 Merrimac Street, Haverhill, Mass. Reginald H. Johnson, *Clerk of Corporation*, 53 State Street, Boston, Mass. Franklin Woodman, *General Manager*, 50 Merrimac Street, Haverhill, Mass. Clarence P. Hayden, *Superintendent*, Hampton, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

David A. Belden, Haverhill, Mass. Reginald H. Johnson, Braintree, Mass. Frederick P. Royce, Dedham, Mass. Frank W. Stearns, Newton, Mass. John Dearborn, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

DAVID A. BELDEN,
REGINALD H. JOHNSON,
JOHN DEARBORN,
Directors.
SAM'L P. RUSSELL,
Treasurer.
FRANKLIN WOODMAN,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. Nov. 10, 1905. Then personally appeared the above-named Samuel P. Russell and Franklin Woodman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES H. POOR,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 13, 1905. Then personally appeared the above-named David A. Belden, Reginald H. Johnson and John Dearborn, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

STEPHEN E. YOUNG,
Justice of the Peace.

REPORT

OF THE

AMHERST & SUNDERLAND STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$31,318 16 |
| Operating expenses, | 27,394 24 |
| NET EARNINGS FROM OPERATION, | \$3,923 92 |
| Miscellaneous income: old power house, lumber and hay sold, | 105 00 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$4,028 92 |
| Charges upon income accrued during the year: | |
| Interest and discount on unfunded debts and loans, | \$6,096 44 |
| Taxes, State and local, | 1,339 94 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 7,436 38 |
| Deficit for the year ending September 30, 1905, | \$3,407 46 |
| Amount of deficit September 30, 1904, | 7,810 78 |
| TOTAL DEFICIT SEPTEMBER 30, 1905, | \$11,218 24 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$27,977 38 |
| Receipts from carriage of mails, | 199 00 |
| Receipts from carriage of freight, | 2,422 50 |
| Receipts from rentals of buildings and other property, | 99 42 |
| Receipts from advertising in cars, | 150 00 |
| Other earnings from operation: gravel traffic, | 469 86 |
| GROSS EARNINGS FROM OPERATION, | \$31,318 16 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$2,212 61 |
| General office expenses and supplies, | 29 70 |
| Legal expenses, | 92 28 |
| Insurance, | 126 90 |
| Other general expenses: advertising, | 30 25 |

| | |
|---|--------------------|
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | \$2,845 98 |
| Repair of electric line construction, | 118 38 |
| Repair of buildings, | 18 42 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 1,434 20 |
| Repair of electric equipment of cars, | 899 16 |
| Transportation expenses: | |
| Cost of electric motive power, \$9,935.90; less power sold, \$102.90; net, | 9,833 00 |
| Wages and compensation of persons employed in conduct- ing transportation, | 6,959 15 |
| Removal of snow and ice, | 303 25 |
| Damages for injuries to persons and property, | 925 00 |
| Tolls for trackage over other railways, | 145 56 |
| Other transportation expenses: | |
| Freight traffic expense, | 490 30 |
| Oil, waste, etc., for cars, track grease, labor, etc., | 930 10 |
| TOTAL OPERATING EXPENSES, | \$27,394 24 |

PROPERTY ACCOUNTS.

| | |
|--|-------------------|
| Additions to railway: | |
| New electric line construction (additional on previous construction), | \$19 00 |
| Other additions to railway (additional on previous construction), | 169 30 |
| TOTAL ADDITIONS TO RAILWAY, | \$188 30 |
| Additions to equipment: | |
| Additional cars (3 in number), | \$810 80 |
| Other additions to equipment (sundry equip- ment), | 86 75 |
| TOTAL ADDITIONS TO EQUIPMENT, | 897 55 |
| Additions to land and buildings: additional equipment of power stations, | 10 24 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$1,096 09 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): | |
| Cars and electric brakes sold, | \$4,875 00 |
| Motor equipment sold, etc., | 800 70 |
| TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, | 5,675 70 |
| NET DEDUCTION FROM PROPERTY ACCOUNTS FOR THE YEAR, | \$4,579 61 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| | ASSETS. | Dr. |
|---|--------------|-----|
| Cost of railway: | | |
| Roadbed and tracks, | \$116,576 52 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 19,191 64 | |

Cost of railway — *Concluded.*

| | | |
|--|--------------|--------------|
| Interest accrued during construction of railway, | \$2,822 94 | |
| Engineering and other expenses incident to construction, | 5,955 10 | |
| TOTAL COST OF RAILWAY OWNED, | | \$144,546 20 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$22,193 22 | |
| Electric equipment of same, | 20,497 49 | |
| Other items of equipment: sundry equipment, | 664 50 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 43,355 21 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$2,294 32 | |
| Electric power stations, including equipment, | 28,940 93 | |
| Other buildings necessary for operation of railway, | 7,864 20 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 39,099 45 |
| TOTAL PERMANENT INVESTMENTS, | | \$227,000 86 |
| Cash and current assets: | | |
| Cash, | \$504 72 | |
| Bills and accounts receivable, | 2,051 63 | |
| TOTAL CASH AND CURRENT ASSETS, | | 2,556 35 |
| Miscellaneous assets: materials and supplies, | | 4,458 25 |
| Profit and loss balance (deficit), | | 11,218 24 |
| TOTAL, | | \$245,233 70 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$120,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$120,400 00 | |
| Audited vouchers and accounts, | 2,825 31 | |
| TOTAL CURRENT LIABILITIES, | | 123,225 31 |
| Accrued liabilities: | | |
| Interest accrued and not yet due, | \$1,482 90 | |
| Taxes accrued and not yet due, | 525 49 | |
| TOTAL ACCRUED LIABILITIES, | | 2,008 39 |
| TOTAL, | | \$245,233 70 |

CAPITAL STOCK.

| | | |
|---|--------------|--------------|
| Capital stock authorized by law, | \$120,000 00 | |
| Capital stock authorized by votes of company, | 120,000 00 | |
| Capital stock issued and outstanding, | | \$120,000 00 |
| Number of shares issued and outstanding, | 1,200 | |
| Number of stockholders, | 115 | |
| Number of stockholders in Massachusetts, | 113 | |
| Amount of stock held in Massachusetts, | \$119,700 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| Gold bonds used as collateral for an equal amount, | 5 | Feb. 1, 1924, . | \$117,000 00 | - |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 570,042 |
| Number carried per mile of main railway track operated, . | 36,283 |
| Number of car miles run, | 221,039 |
| Average number of persons employed, | 22 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|------------------------------|---------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | |
| Box passenger cars, | 5 | - | 5 | 5 | 10 |
| Open passenger cars, | 6 | - | 6 | - | 14 |
| TOTAL, | 11 | - | 11 | 5 | 24 |
| CARS — OTHER SERVICE. | | | | | |
| Box freight cars, | 1 | - | - | - | 4 |
| Platform freight cars, | - | 2 | - | - | - |
| Work cars, | 1 | 2 | - | - | 2 |
| TOTAL, | 2 | 4 | - | - | 6 |
| Snow ploughs, | 1 | - | - | - | 2 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 15.711 miles. |
| Length of sidings, switches, etc., | .863 " |
| Total, computed as single track, | 16.574 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 1.873 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Amherst, Sunderland and Pelham.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (1 in number), viz.: With Central Vermont Railroad, on Main Street, Amherst, . . . | 1 | 1 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

AMHERST & SUNDERLAND STREET RAILWAY COMPANY,
AMHERST, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Walter D. Cows, *President*, North Amherst, Mass. Mason A. Dickinson, *Vice-President and Treasurer*, Amherst, Mass. Charles H. Edwards, *Clerk of Corporation*, Amherst, Mass. Heman M. Aldrich, *Superintendent*, Amherst, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Walter D. Cows, North Amherst, Mass. Mason A. Dickinson, Amherst, Mass. Theodore L. Paige, Amherst, Mass. Charles Fred Deuel, Amherst, Mass. Edward D. Marsh, Amherst, Mass. Henry B. Edwards, Amherst, Mass. Frederick L. Whitmore, Sunderland, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WALTER D. COWLS,
E. D. MARSH,
MASON A. DICKINSON,
C. FRED DEUEL,
Directors.
MASON A. DICKINSON,
Treasurer.
HEMAN M. ALDRICH,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE, ss. OCT. 31, 1905. Then personally appeared the above-named Walter D. Cows, E. D. Marsh, Mason A. Dickinson and C. Fred Deuel, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

H. M. McCLOUD,
Notary Public.

REPORT

OF THE

ATHOL & ORANGE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$40,653 47 |
| Operating expenses, | 23,003 92 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$17,649 55 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$3,000 00 |
| Interest and discount on unfunded debts and loans, | 38 75 |
| Taxes, State and local, | 2,441 20 |
| Payments to sinking and other special funds: reserve fund, | 1,500 00 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . | 6,979 95 |
| NET DIVISIBLE INCOME, | \$10,669 60 |
| Dividends declared (8 per cent), | 5,960 00 |
| Surplus for the year ending September 30, 1905, | \$4,709 60 |
| Amount of surplus September 30, 1904, | 22,824 31 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$27,533 91 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$40,528 55 |
| Receipts from advertising in cars, | 124 92 |
| GROSS EARNINGS FROM OPERATION, | \$40,653 47 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$1,896 00 |
| General office expenses and supplies, | 343 80 |
| Insurance, | 562 37 |
| Other general expenses, | 2,641 10 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 1,161 54 |
| Repair of electric line construction, | 284 95 |

| | |
|--|--------------------|
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | \$1,067 02 |
| Repair of electric equipment of cars, | 1,066 39 |
| Transportation expenses: | |
| Cost of electric motive power, | 6,019 80 |
| Wages and compensation of persons employed in conducting transportation, | 7,329 96 |
| Removal of snow and ice, | 301 31 |
| Other transportation expenses: oil, grease, trucking, etc., | 329 68 |
| TOTAL OPERATING EXPENSES, | \$23,003 92 |

PROPERTY ACCOUNTS.

| | |
|---|----------|
| Additions to equipment: extra armature, | \$200 00 |
|---|----------|

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

ASSETS.

Dr.

| | | |
|--|-------------|---------------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$70,000 00 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 17,893 46 | |
| Engineering and other expenses incident to construction, | 6,020 57 | |
| TOTAL COST OF RAILWAY OWNED, | | \$93,914 03 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$16,877 04 | |
| Electric equipment of same, | 16,003 80 | |
| Other items of equipment: generators, etc., | 4,641 74 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 37,522 58 |
| Cost of land and buildings: land necessary for operation of railway, | | 8,000 00 |
| Other permanent property: park and buildings, | | 17,000 00 |
| TOTAL PERMANENT INVESTMENTS, | | \$156,436 61 |
| Cash and current assets: | | |
| Cash, | \$5,597 30 | |
| Sinking and other special funds, | 1,500 00 | |
| TOTAL CASH AND CURRENT ASSETS, | | 7,097 30 |
| Miscellaneous assets: materials and supplies, | | 750 00 |
| TOTAL, | | \$164,283 91 |

LIABILITIES.

Cr.

| | |
|--|---------------------|
| Capital stock, | \$74,500 00 |
| Funded debt, | 60,000 00 |
| Accrued liabilities: interest accrued and not yet due, | 750 00 |
| Sinking and other special funds: reserve fund, | 1,500 00 |
| Profit and loss balance (surplus), | 27,533 91 |
| TOTAL, | \$164,283 91 |

| CAPITAL STOCK. | | | |
|---|-------------|-------------|--|
| Capital stock authorized by law, | \$74,500 00 | | |
| Capital stock authorized by votes of company, | 74,500 00 | | |
| Capital stock issued and outstanding, | | \$74,500 00 | |
| Number of shares issued and outstanding, | 745 | | |
| Number of stockholders, | 12 | | |
| Number of stockholders in Massachusetts, | 11 | | |
| Amount of stock held in Massachusetts, | \$73,300 00 | | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 5 | Jan. 1, 1915, | \$60,000 00 | \$3,000 00 |

SINKING AND OTHER SPECIAL FUNDS.

| | |
|---|------------|
| Additions during the year to reserved fund, | \$1,500 00 |
| TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1905, | \$1,500 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 841,493 |
| Number carried per mile of main railway track operated, | 122,595 |
| Number of car miles run, | 143,995 |
| Average number of persons employed, | 16 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | |
| Box passenger cars, | 8 | 8 | 16 |
| Open passenger cars, | 5 | - | 10 |
| TOTAL, | 13 | 8 | 26 |
| Snow ploughs, | 1 | - | 2 |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Highway vehicles: trolley wagon, | 1 |
|--|---|

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|--------------|
| Length of railway line, | 6.864 miles. |
| Length of sidings, switches, etc., | .270 " |
| Total, computed as single track, | 7.134 " |

Names of the several cities and towns in which the railways operated by the company are located: Athol and Orange.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

ATHOL & ORANGE STREET RAILWAY COMPANY,
ATHOL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

George D. Bates, *President*, Athol, Mass. Albert N. Ellis, *Treasurer and Clerk of Corporation*, Athol, Mass. Arthur F. Tyler, *Auditor*, Athol, Mass. Wilson D. Smith, *General Manager and Superintendent*, Athol, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George D. Bates, Athol, Mass. Wilson D. Smith, Athol, Mass. Arthur F. Tyler, Athol, Mass. Hollis M. Slate, Athol, Mass. William D. Luey, Worcester, Mass. John W. Wheeler, Orange, Mass. Warren M. King, Northampton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

GEORGE D. BATES,
WILSON D. SMITH,
ARTHUR F. TYLER,
HOLLIS M. SLATE,
Directors.
ALBERT N. ELLIS,
Treasurer.
WILSON D. SMITH,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. ATHOL, Oct. 7, 1905. Then personally appeared the above-named George D. Bates, Wilson D. Smith, Arthur F. Tyler, Hollis M. Slate and Albert N. Ellis, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

PARKER B. SWIFT,
Justice of the Peace.

REPORT

OF THE

BERKSHIRE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|--------------|
| Gross earnings from operation, | \$183,934 61 |
| Operating expenses, | 121,446 94 |
| NET EARNINGS FROM OPERATION, | \$62,487 67 |
| Miscellaneous income: receipts from parks, | 4,801 77 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$67,289 44 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$42,916 67 |
| Interest and discount on unfunded debts and loans, | 11,223 19 |
| Taxes, State and local, | \$5,001 52 |
| Taxes, commutation, | 2,332 87 |
| | 7,334 39 |
| Other deductions from income: park expenses, | 12,254 06 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 73,728 31 |
| Deficit for the year ending September 30, 1905, | \$6,438 87 |
| Amount of surplus September 30, 1904, | 72,447 71 |
| Credits to profit and loss account during the year: rebates on taxes, | \$893 95 |
| Debits to profit and loss account during the year: old accounts charged off, | 2,586 20 |
| NET AMOUNT DEBITED TO PROFIT AND LOSS, | 1,692 25 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$64,316 59 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$182,696 37 |
| Receipts from carriage of express and parcels, | 704 37 |
| Receipts from rentals of buildings and other property, | 516 23 |
| Receipts from interest on deposits, | 17 64 |
| GROSS EARNINGS FROM OPERATION, | \$183,934 61 |

EXPENSES OF OPERATION.

General expenses :

| | |
|--|------------|
| Salaries of general officers and clerks, | \$7,421 32 |
| General office expenses and supplies, | 853 40 |
| Legal expenses, | 1,694 33 |
| Insurance, | 3,588 96 |
| Other general expenses, | 2,546 45 |

Maintenance of roadway and buildings :

| | |
|---|----------|
| Repair of roadbed and tracks, | 6,130 66 |
| Repair of electric line construction, | 1,527 88 |
| Repair of buildings, | 124 60 |

Maintenance of equipment :

| | |
|---|-----------|
| Repair of cars and other vehicles, | 10,383 40 |
| Repair of electric equipment of cars, | 9,426 44 |
| Provender and stabling for horses, | 465 22 |

Transportation expenses :

| | |
|--|-----------|
| Cost of electric motive power, | 36,145 00 |
| Wages and compensation of persons employed in conducting transportation, | 37,945 48 |
| Removal of snow and ice, | 1,123 98 |
| Damages for injuries to persons and property, | 2,369 82 |
| Rentals of buildings and other property, | 200 00 |

| | |
|-------------------------------------|--------------|
| TOTAL OPERATING EXPENSES, | \$121,446 94 |
|-------------------------------------|--------------|

PROPERTY ACCOUNTS.

Additions to railway :

| | |
|--|-------------|
| Extension of tracks (length, 1,263 feet), | \$11,817 74 |
| New electric line construction, | 571 45 |
| Other additions to railway: engineering and other expenses incident to construction, | 5,345 39 |

| | |
|---------------------------------------|-------------|
| TOTAL ADDITIONS TO RAILWAY, | \$17,734 58 |
|---------------------------------------|-------------|

Additions to equipment :

| | |
|---------------------------------------|----------|
| Additional cars, | \$518 03 |
| Electric equipment of same, | 906 52 |

| | |
|---|----------|
| TOTAL ADDITIONS TO EQUIPMENT, | 1,424 55 |
|---|----------|

Additions to land and buildings :

| | |
|---|----------|
| New electric power stations, including machinery, etc., | \$13 51 |
| Other new buildings necessary for operation of railway, | 1,273 35 |

| | |
|--|----------|
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | 1,286 86 |
|--|----------|

| | |
|---|--------|
| Additions to other permanent property: parks, | 163 00 |
|---|--------|

| | |
|---|-------------|
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$20,608 99 |
|---|-------------|

Deductions from property accounts (property sold or reduced in valuation and credited to property accounts) :

| | |
|---|----------|
| Office furniture, | \$120 50 |
| Electric power stations, including equipment, | 51 60 |

| | |
|--|--------|
| TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, | 172 10 |
|--|--------|

| | |
|---|-------------|
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | \$20,436 89 |
|---|-------------|

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | | DR. |
|--|----------------|----------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$1,023,522 10 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 171,604 53 | |
| Interest accrued during construction of railway, | 48,245 95 | |
| Engineering and other expenses incident to construction, | 101,109 52 | |
| | | |
| TOTAL COST OF RAILWAY OWNED, | | \$1,344,482 10 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$148,552 22 | |
| Electric equipment of same, | 136,342 13 | |
| Horses, | 158 44 | |
| Other items of equipment: office furniture, | 1,792 97 | |
| | | |
| TOTAL COST OF EQUIPMENT OWNED, | | 286,845 76 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$52,265 98 | |
| Electric power stations, including equipment, | 347,219 49 | |
| Other buildings necessary for operation of railway, | 71,791 64 | |
| | | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 471,277 11 |
| Other permanent property: parks, | | 35,075 35 |
| | | |
| TOTAL PERMANENT INVESTMENTS, | | \$2,137,680 32 |
| Cash and current assets: | | |
| Cash, | \$36,018 96 | |
| Bills and accounts receivable, | 13,545 56 | |
| Prepaid insurance, | 455 06 | |
| Other cash and current assets: | | |
| Cash in hands of agents, | 755 40 | |
| Bank deposits account coupons, | 525 00 | |
| | | |
| TOTAL CASH AND CURRENT ASSETS, | | 51,299 98 |
| Miscellaneous assets: materials and supplies, | | 25,246 72 |
| | | |
| TOTAL, | | \$2,214,227 02 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$1,000,000 00 |
| Funded debt, | | 1,000,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$116,557 20 | |
| Audited vouchers and accounts, | 11,467 04 | |
| Matured interest coupons unpaid (including coupons due October 1), | 525 00 | |
| Miscellaneous current liabilities: employees' deposit account, | 455 00 | |
| | | |
| TOTAL CURRENT LIABILITIES, | | 129,004 24 |

| | | | |
|---|----------------|-----------------------|--|
| Accrued liabilities : | | | |
| Interest accrued and not yet due, | \$20,866 48 | | |
| Taxes accrued and not yet due, | 39 71 | | |
| TOTAL ACCRUED LIABILITIES, | | \$20,906 19 | |
| Profit and loss balance (surplus), | | 64,316 59 | |
| TOTAL, | | \$2,214,227 02 | |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$1,000,000 00 | | |
| Capital stock authorized by votes of company, | 1,000,000 00 | | |
| Capital stock issued and outstanding, | | \$1,000,000 00 | |
| Number of shares issued and outstanding, | 10,000 | | |
| Number of stockholders, | 30 | | |
| Number of stockholders in Massachusetts, | 20 | | |
| Amount of stock held in Massachusetts, | \$121,600 00 | | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|-------------------------------|-------------------|-------------------|-----------------------|--------------------------------|
| | Per Cent. | | | |
| First mortgage bonds, | 5 | June 1, 1922, | \$800,000 00 | \$40,000 00 |
| Debenture bonds, | 5 | March 1, 1925, | 200,000 00 | 2,916 67 |
| TOTALS, | | | \$1,000,000 00 | \$42,916 67 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 3,666,620 |
| Number carried per mile of main railway track operated, | 89,839 |
| Number of car miles run, | 822,281 |
| Average number of persons employed, | 122 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Total Passenger Cars. | Equipped with Fenders. | Equipped with Electric Heaters. | Equipped with Stoves. | Number of Motors. |
|----------------------------------|------------------------------|---------------|-----------------------|------------------------|---------------------------------|-----------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | | | |
| Box passenger cars, | 19 | - | 19 | 19 | 19 | - | 76 |
| Open passenger cars, | 8 | 6 | 14 | 14 | - | - | 28 |
| TOTAL, | 27 | 6 | 33 | 33 | 19 | - | 104 |
| CARS — OTHER SERVICE. | | | | | | | |
| Work cars, | 1 | - | - | - | - | - | 4 |
| Snow ploughs, | 4 | - | - | - | - | 4 | 18 |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Carts and snow sleds, | 2 |
| Other highway vehicles : 1 wagon, 1 carriage, 1 tower wagon, | 3 |
| Horses, | 2 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 40.813 miles. |
| Length of sidings, switches, etc., | 1.684 " |
| Total, computed as single track, | 42.497 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|---------------|
| Length of railway line, | 12.726 miles. |
|-----------------------------------|---------------|

Names of the several cities and towns in which the railways operated by the company are located: Cheshire, Lanesborough, Pittsfield, Lenox, Lee, Stockbridge and Great Barrington.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (1 in number), viz.: With Boston & Albany Railroad at Dalton Road, Pittsfield, . . . | 1 | 1 |

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | 1 | 3 | 1 | 3 |
| Employees, | - | - | - | 4 | - | 4 |
| Other persons, | - | - | - | 3 | - | 3 |
| TOTALS, | - | - | 1 | 10 | 1 | 10 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BERKSHIRE STREET RAILWAY COMPANY,
NEW HAVEN, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

C. S. Mellen, *President*, New Haven, Conn. Calvert Townley, *Assistant President*, New Haven, Conn. E. H. McHenry, *First Vice-President*, New Haven, Conn. H. M. Kochersperger, *Second Vice-President*, New Haven, Conn. A. S. May, *Treasurer*, New Haven, Conn. John G. Parker, *Clerk of Corporation*, New Haven, Conn. C. L. Campbell, *Auditor*, Hartford, Conn. L. Wheeler, *Superintendent*, Pittsfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

C. S. Mellen, New Haven, Conn. Chas. F. Brooker, Ansonia, Conn. D. Newton Barney, Farmington, Conn. Wm. Skinner, Holyoke, Mass. Arthur D. Osborne, New Haven, Conn. H. M. Kochersperger, New Haven, Conn. E. H. McHenry, New Haven, Conn. Calvert Townley, New Haven, Conn. James S. Hemingway, New Haven, Conn.

We hereby certify that the statements contained in the foregoing report are full, just and true.

C. S. MELLLEN,
E. H. McHENRY,
JAMES S. HEMINGWAY,
H. M. KOCHERSPERGER,
CALVERT TOWNLEY,
Directors.
A. S. MAY,
Treasurer.
LEAVENWORTH WHEELER,
Superintendent.

STATE OF CONNECTICUT.

COUNTY OF NEW HAVEN, ss. Nov. 4, 1905. Then personally appeared the above-named C. S. Mellen, E. H. McHenry, James S. Hemingway, H. M. Kochersperger, Calvert Townley and A. S. May, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR W. BOWMAN,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. Nov. 13, 1905. Then personally appeared the above-named Leavenworth Wheeler, and made oath that the foregoing instrument by him subscribed is, to the best of his knowledge and belief, true.

Before me,

MARTIN L. HINES,
Justice of the Peace.

REPORT

OF THE

BLUE HILL STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$78,198 25 |
| Operating expenses, | 63,159 13 |
| NET EARNINGS FROM OPERATION, | \$15,039 12 |
| Miscellaneous income: rent of equipment, | 96 48 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$15,135 60 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$12,500 00 |
| Interest and discount on unfunded debts and loans, | 7,058 65 |
| Taxes, State and local, | \$865 31 |
| Taxes, commutation, | 781 98 |
| | 1,647 29 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 21,205 94 |
| Deficit for the year ending September 30, 1905, | \$6,070 34 |
| Amount of deficit September 30, 1904, | 29,102 83 |
| TOTAL DEFICIT SEPTEMBER 30, 1905, | \$35,173 17 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$77,719 00 |
| Receipts from carriage of mails, | 198 00 |
| Receipts from advertising in cars, | 281 25 |
| GROSS EARNINGS FROM OPERATION, | \$78,198 25 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$4,357 67 |
| General office expenses and supplies, | 447 85 |
| Insurance, | 1,603 87 |
| Other general expenses: advertising and miscellaneous general expenses, | 1,533 60 |

| | |
|--|--------------------|
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | \$1,602 48 |
| Repair of electric line construction, | 1,227 64 |
| Repair of buildings, | 234 41 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 3,082 36 |
| Repair of electric equipment of cars, | 4,274 34 |
| Transportation expenses: | |
| Cost of electric motive power, \$22,340.35; less power sold, \$4,147.46; net, | 18,192 89 |
| Wages and compensation of persons employed in conduct- ing transportation, | 22,521 89 |
| Removal of snow and ice, | 832 01 |
| Damages for injuries to persons and property, | 1,800 00 |
| Tolls for trackage over other railways, | 296 26 |
| Rentals of buildings and other property, | 246 01 |
| Other transportation expenses: cleaning and oiling tracks, | 905 85 |
| TOTAL OPERATING EXPENSES, | \$63,159 13 |

PROPERTY ACCOUNTS.

| | |
|--|--------------------|
| Additions to railway: | |
| Extension of tracks (length, 10,840 feet), | \$10,964 65 |
| New electric line construction (length, 10,840 feet), | 1,489 17 |
| Other additions to railway: | |
| Organization, | 72 79 |
| Right of way, | 8,069 52 |
| TOTAL ADDITIONS TO RAILWAY, | \$20,596 13 |
| Additions to equipment: | |
| Additional cars, | \$98 72 |
| Electric equipment of same, | 672 15 |
| Other additional rolling stock and vehicles (snow ploughs), | 1,836 91 |
| TOTAL ADDITIONS TO EQUIPMENT, | 2,607 78 |
| Additions to land and buildings: | |
| New electric power stations, including ma- chinery, etc., | \$90 00 |
| Other new buildings necessary for operation of railway, | 256 25 |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | 346 25 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$23,550 16 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | | DR. |
|---|--------------|---------------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$280,831 36 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 60,328 64 | |
| Interest accrued during construction of rail- way, | 13,750 00 | |
| Other items of railway cost: organization and right of way, | 47,111 92 | |
| TOTAL COST OF RAILWAY OWNED, | | \$402,021 92 |

| | | |
|--|--------------|--------------|
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$74,029 94 | |
| Electric equipment of same, | 58,606 96 | |
| Office furniture, | 535 28 | |
| Other items of equipment: shop tools and machinery, | 521 08 | |
| TOTAL COST OF EQUIPMENT OWNED, | | \$133,693 26 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$2,000 00 | |
| Electric power stations, including equipment, | 88,517 28 | |
| Other buildings necessary for operation of railway, | 21,162 56 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 111,679 84 |
| TOTAL PERMANENT INVESTMENTS, | | \$647,395 02 |
| Cash and current assets: | | |
| Cash, | \$15,974 02 | |
| Bills and accounts receivable, | 3,201 65 | |
| Sinking and other special funds: unexpired insurance, | 512 98 | |
| Other cash and current assets: interest paid in advance, | 1,392 91 | |
| TOTAL CASH AND CURRENT ASSETS, | | 21,081 56 |
| Miscellaneous assets: materials and supplies, | | 8,336 86 |
| Profit and loss balance (deficit), | | 35,173 17 |
| TOTAL, | | \$711,986 61 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$300,000 00 |
| Funded debt, | | 250,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$157,083 35 | |
| Audited vouchers and accounts, | 3,819 12 | |
| Salaries and wages, | 899 36 | |
| TOTAL CURRENT LIABILITIES, | | 161,801 83 |
| Accrued liabilities: interest accrued and not yet due, | | 36 93 |
| Sinking and other special funds: injury fund, | | 147 85 |
| TOTAL, | | \$711,986 61 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$300,000 00 | |
| Capital stock authorized by votes of company, | 300,000 00 | |
| Capital stock issued and outstanding, | | \$300,000 00 |
| Number of shares issued and outstanding, | 3,000 | |
| Number of stockholders, | 58 | |
| Number of stockholders in Massachusetts, | 56 | |
| Amount of stock held in Massachusetts, | \$293,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|----------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage gold bonds, . . . | Per Cent. 5 | Oct. 1, 1923, | \$250,000 00 | \$12,500 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 1,553,758 |
| Number carried per mile of main railway track operated, | 84,023 |
| Number of car miles run, | 383,272 |
| Average number of persons employed, | 60 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Equipped with Fenders. | Equipped with Electric Henters. | Number of Motors. |
|----------------------------------|------------------------------|---------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | |
| Box passenger cars, | 12 | - | 12 | 12 | 34 |
| Open passenger cars, | 16 | - | 16 | - | 46 |
| TOTAL, | 28 | - | 28 | 12 | 80 |
| CARS — OTHER SERVICE. | | | | | |
| Platform freight cars, | - | 2 | - | - | - |
| Work cars, | - | 10 | - | - | - |
| TOTAL, | - | 12 | - | - | - |
| Snow ploughs, | 3 | - | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Highway vehicles: trolley wagon, | 1 |
|--|---|

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over Other Railways. | Total Operated. |
|--|------------------|-------------------------------|------------------|
| Length of railway line, | Miles. 15.365 | Miles. .090 | Miles. 15.455 |
| Length of second main track, | 2.947 | .090 | 3.037 |
| TOTAL LENGTH OF MAIN TRACK, | 18.312 | .180 | 18.492 |
| Length of sidings, switches, etc., | 1.251 | - | 1.251 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 19.563 | .180 | 19.743 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|--|-------------|
| Length of railway line, | .989 miles. |
| Length of second main track, | .307 " |
| Total length of main track, | 1.296 " |

Names of the several cities and towns in which the railways operated by the company are located: Stoughton, Canton, Milton and Hyde Park.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (1 in number), viz.:— | | |
| With New York, New Haven & Hartford Railroad on Washington Street, Canton, | 2 | 1 |
| With Kinsley Iron & Machine Company's private siding, operated by oxen, on Washington Street, Canton, | 2 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 4 | 2 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 3

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 27 | - | 3 | - | 30 |
| Employees, | - | - | 1 | 3 | 1 | 3 |
| Other persons, | - | 1 | 1 | 1 | 1 | 2 |
| TOTALS, | - | 28 | 2 | 7 | 2 | 35 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BLUE HILL STREET RAILWAY COMPANY,

84 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Chas. H. French, *President*, Canton, Mass. Frederick S. Pratt, *Vice-President*, 84 State Street, Boston, Mass. A. Stuart Pratt, *Treasurer*, 84 State Street, Boston, Mass. Henry R. Hayes, *Clerk of Corporation*, 84 State Street, Boston, Mass. Gaston, Snow & Saltonstall, *General Counsel*, 70 State Street, Boston, Mass. Stone & Webster, *General Managers*, 84 State Street, Boston, Mass. A. H. Walcott, *Superintendent*, Canton Junction, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles H. French, Canton, Mass. Henry G. Bradlee, Brookline, Mass. Edmund J. B. Huntoon, Canton Junction, Mass. Charles A. Stone, Newton, Mass. Frederick S. Pratt, Newton, Mass. Arthur Wainwright, Milton, Mass. Edwin S. Webster, Newton, Mass. Charles F. Wallace, Brookline, Mass. Allan Forbes, Milton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FRED'K S. PRATT,
HENRY G. BRADLEE,
EDWIN S WEBSTER,
E. J. B. HUNTOON,
CHARLES F. WALLACE,
Directors.
A. STUART PRATT,
Treasurer.
ALBERT H. WALCOTT,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 26, 1905. Then personally appeared the above-named Fred'k S. Pratt, Henry G. Bradlee, Edwin S. Webster, E. J. B. Huntoon, Charles F. Wallace and A. Stuart Pratt, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN H. OAKES,
Justice of the Peace.

REPORT

OF THE

BOSTON & CHELSEA RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

[Leased to the Boston Elevated and operated by the Boston & Northern.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|------------|
| Rental received from lease of railway, | \$7,260 00 |
| Dividends declared (6 per cent.), | \$7,260 00 |

| GENERAL BALANCE SHEET SEPTEMBER 30, 1905. | |
|---|--------------|
| ASSETS. | DR. |
| Cost of railway, | \$121,000 00 |
| TOTAL, | \$121,000 00 |
| LIABILITIES. | CR. |
| Capital stock, | \$121,000 00 |
| TOTAL, | \$121,000 00 |

| CAPITAL STOCK. | |
|--|--------------|
| Capital stock authorized by law, | \$300,000 00 |
| Capital stock authorized by votes of company, | 121,000 00 |
| Capital stock issued and outstanding, | \$121,000 00 |
| Number of shares issued and outstanding (\$50 each), | 2,420 |
| Number of stockholders, | 100 |
| Number of stockholders in Massachusetts, | 74 |
| Amount of stock held in Massachusetts, | \$99,050 00 |

| RAILWAY OWNED. | |
|--|--------------|
| Length of railway line, | 4 116 miles. |
| Length of second main track, | .038 " |
| Total, computed as single track, | 4.154 " |

Names of the several cities and towns in which the railway owned by the company is located: Chelsea and (Charlestown District) Boston.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & CHELSEA RAILROAD COMPANY,
SULLIVAN SQUARE TERMINAL, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William G. Wheildon, *President*, Boston, Mass. John H. Studley, *Treasurer*
and *Clerk of Corporation*, Sullivan Square Terminal, Charlestown, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William G. Wheildon, Boston, Mass. Charles E. Fuller, Boston, Mass.
David H. Coolidge, Boston, Mass. T. Quincy Browne, Concord, Mass.
John H. Studley, Malden, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WILLIAM G. WHEILDON,
C. E. FULLER,
DAVID H. COOLIDGE,
JOHN H. STUDLEY,
JOHN H. STUDLEY, *Directors.*
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 15, 1905. Then personally appeared the above-named William G. Wheildon, Charles E. Fuller, David H. Coolidge and John H. Studley, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GUSTAF A. DANIELSON,
Justice of the Peace.

REPORT

OF THE

BOSTON ELEVATED RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-----------------|
| Gross earnings from operation, | \$12,689,676 16 |
| Operating expenses, | 8,617,653 04 |
| NET EARNINGS FROM OPERATION, | \$4,072,023 12 |
| Miscellaneous income: interest from special deposits, | 51,893 14 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$4,123,916 26 |
| Charges upon income accrued during the year: | |
| Interest on funded debt of West End and Boston Elevated Railway companies, | \$779,757 76 |
| Taxes, State and local, | \$938,131 20 |
| Taxes, commutation, | 109,202 52 |
| | 1,047,333 72 |
| Rentals of leased railways: | |
| West End Street Railway Company, | \$1,190,247 50 |
| Old Colony Street Railway Company, | 33,771 93 |
| Somerville Horse Railroad Company, | 9,180 00 |
| | 1,233,199 43 |
| Other deductions from income: | |
| Rent of East Boston tunnel, | \$35,398 22 |
| Rent of subway, \$211,878.25 (less amount collected of Boston & Northern Street Railway, \$18,735.84), | 193,142 41 |
| | 228,540 63 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 3,288,831 54 |
| NET DIVISIBLE INCOME, | \$835,084 72 |
| Dividends declared (6 per cent), | 798,000 00 |
| Surplus for the year ending September 30, 1905, | \$37,084 72 |
| Amount of surplus September 30, 1904, | 2,359,460 65 |
| Credits to profit and loss account during the year: premium on bonds sold, | 276,900 00 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$2,673,445 37 |

EARNINGS FROM OPERATION.

| | |
|---|------------------------|
| Receipts from passengers carried, | \$12,337,867 16 |
| Receipts from carriage of mails, | 24,867 52 |
| Receipts from tolls for use of tracks by other companies, . . | 45,803 75 |
| Receipts from rentals of buildings and other property, . . | 126,553 45 |
| Receipts from advertising in cars, | 92,826 70 |
| Receipts from interest on deposits, | 51,165 79 |
| Other earnings from operation: miscellaneous, | 10,591 79 |
| GROSS EARNINGS FROM OPERATION, | \$12,689,676 16 |

EXPENSES OF OPERATION.

| | |
|--|-----------------------|
| General expenses: | |
| Salaries of general officers and clerks, | \$216,938 83 |
| General office expenses and supplies, | 42,402 38 |
| Legal expenses, | 311,648 26 |
| Insurance, | 174,070 55 |
| Other general expenses: telephone expenses, \$25,768.26; subscriptions and gratuities, \$77,614.39; advertising, \$12,368.19; West End organization, \$10,533.32; miscellaneous, \$136,313.90, | |
| | 262,598 06 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 745,422 03 |
| Repair of electric line construction, | 158,374 11 |
| Repair of buildings, | 125,772 18 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 485,308 35 |
| Repair of electric equipment of cars, | 339,243 91 |
| Renewal of horses, harnesses, shoeing, etc., | 6,315 63 |
| Provender and stabling for horses, | 22,392 95 |
| Transportation expenses: | |
| Cost of electric motive power, \$894,791.62; less power sold, \$37,076.73; net, | |
| | 857,714 89 |
| Wages and compensation of persons employed in conducting transportation, | 3,851,891 56 |
| Removal of snow and ice, | 190,139 77 |
| Damages for injuries to persons and property, | 460,167 41 |
| Tolls for trackage over other railways, | 11,793 91 |
| Rentals of buildings and other property, | 47,427 34 |
| Other transportation expenses: car service supplies, \$42,545.49; miscellaneous car service expenses, \$168,194.06; station and signal system expenses, \$77,223.02; cleaning tracks, \$20,068.35, | |
| | 308,030 92 |
| TOTAL OPERATING EXPENSES, | \$8,617,653 04 |

PROPERTY ACCOUNTS.

| | |
|--|-----------------------|
| Additions to railway: | |
| Extension of tracks, including foundations, structure, etc., | \$1,683,067 99 |
| New electric line construction, | 1,729 52 |
| Other additions to railway: engineering and other expenses incident to construction, | 34,098 01 |
| TOTAL ADDITIONS TO RAILWAY, | \$1,718,895 52 |

| | | |
|--|-------------|----------------|
| Additions to equipment: | | |
| Additional cars, | \$39,156 40 | |
| Electric equipment of same, | 63,669 23 | |
| Other additions to equipment: machinery, tools, etc., | 2,830 36 | |
| | <hr/> | |
| TOTAL ADDITIONS TO EQUIPMENT, | | \$105,655 99 |
| Additions to land and buildings: | | |
| Additional land necessary for operation of railway, | \$45,647 43 | |
| Additional construction and equipment of power stations, | 61,004 18 | |
| Other new buildings necessary for operation railway, | 36,171 24 | |
| | <hr/> | |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | | 142,822 85 |
| Additions to other permanent property: subway and tunnel construction and equipment, | | 69,488 12 |
| | | <hr/> |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$2,036,862 48 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | | DR. |
|--|----------------|-----------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$8,079,302 51 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 196,536 87 | |
| Engineering and other expenses incident to construction, | 756,154 90 | |
| | <hr/> | |
| TOTAL COST OF RAILWAY OWNED, | | \$9,031,994 28 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$874,210 40 | |
| Electric equipment of same, | 975,154 59 | |
| Other items of equipment: machinery, tools, etc., | 101,791 09 | |
| | <hr/> | |
| TOTAL COST OF EQUIPMENT OWNED, | | 1,951,156 08 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$2,417,479 38 | |
| Electric power stations, including equipment, | 1,576,957 34 | |
| Other buildings necessary for operation of railway, | 1,485,531 03 | |
| | <hr/> | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 5,479,967 75 |
| Other permanent property: subway and tunnel construction and equipment, | | 389,065 91 |
| | | <hr/> |
| TOTAL PERMANENT INVESTMENTS, | | \$16,852,184 02 |
| Cash and current assets: | | |
| Cash, | \$7,733,580 14 | |
| Bills and accounts receivable, | 725,884 80 | |
| Sinking and other special funds, | 481,566 19 | |
| Other cash and current assets: | | |
| Stocks and bonds, | 208,010 72 | |
| Bonds deposited with State Treasurer, | 500,000 00 | |
| | <hr/> | |
| TOTAL CASH AND CURRENT ASSETS, | | 9,649,041 85 |

| | | |
|---|-----------------|-----------------|
| Miscellaneous assets: | | |
| Materials and supplies, | \$846,119 20 | |
| Other assets and property: | | |
| Somerville Horse Railroad account, | 102,851 11 | |
| Old Colony Street Railway Company property account, | 109,677 96 | |
| West End Street Railway Company property account, \$886,578.94; open account, \$766,782.08, | 1,153,361 02 | |
| TOTAL MISCELLANEOUS ASSETS, | | \$2,212,009 29 |
| TOTAL, | | \$28,713,235 16 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$13,300,000 00 |
| Funded debt, | | 7,500,000 00 |
| Current liabilities: | | |
| Audited vouchers and accounts, | \$353,144 22 | |
| Salaries and wages, | 140,794 06 | |
| Dividends not called for, | 7,873 50 | |
| Matured interest coupons unpaid (including coupons due October 1), | 36,095 00 | |
| Rentals due and unpaid (including rentals due October 1), | 339,123 75 | |
| Miscellaneous current liabilities: outstanding tickets and checks, | 26,618 04 | |
| TOTAL CURRENT LIABILITIES, | | 903,648 57 |
| Accrued liabilities: | | |
| Interest accrued and not yet due, | \$236,679 98 | |
| Taxes accrued and not yet due, | 1,036,563 31 | |
| Rentals accrued and not yet due, | 146,895 19 | |
| Miscellaneous accrued liabilities: West End Street Railway Company lease account, | 1,207,201 98 | |
| TOTAL ACCRUED LIABILITIES, | | 2,627,340 46 |
| Sinking and other special funds: | | |
| Damage fund, | \$628,800 76 | |
| Insurance fund, | 480,000 00 | |
| Depreciation fund, | 600,000 00 | |
| TOTAL SINKING AND OTHER SPECIAL FUNDS, | | 1,708,800 76 |
| Profit and loss balance (surplus), | | 2,673,445 37 |
| TOTAL, | | \$28,713,235 16 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$20,000,000 00 | |
| Capital stock authorized by votes of company, | 15,000,000 00 | |
| Capital stock issued and outstanding, | | \$13,300,000 00 |
| Number of shares issued and outstanding, | 133,000 | |
| Number of stockholders, | 3,117 | |
| Number of stockholders in Massachusetts, | 2,678 | |
| Amount of stock held in Massachusetts, | \$11,125,500 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--------------------------|-------------------|-------------------|---------------------|--------------------------------|
| Debenture bonds, | Per Cent. 4 | May 1, 1935, | \$7,500,000 00 | - |

SINKING AND OTHER SPECIAL FUNDS.

| | |
|--|----------------|
| Amount September 30, 1904, of damage fund, | \$598,015 93 |
| Amount September 30, 1904, of insurance fund, | 381,739 99 |
| Amount September 30, 1904, of depreciation fund, | 600,000 00 |
| Total, September 30, 1904, | \$1,579,755 92 |
| Additions during the year to damage fund, \$30,784 83 | |
| Additions during the year to insurance fund, 98,260 01 | |
| | 129,044 84 |
| TOTAL SINKING AND OTHER SPECIAL FUNDS, SEPTEMBER 30, 1905, | \$1,708,800 76 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-------------|
| Number of passengers paying revenue carried during the year, | 246,941,776 |
| Number carried per mile of main railway track operated, | 620,175 |
| Number of car miles run, | 48,069,404 |
| Average number of persons employed, | 7,471 |

DESCRIPTION OF EQUIPMENT OWNED AND LEASED.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Total Passenger Cars. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|---------------|-----------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | | |
| Box passenger cars,* | 1,782 | 20 | 1,802 | 1,608 | 1,782 | - |
| Open passenger cars, | 1,518 | 5 | 1,523 | 1,518 | - | - |
| TOTAL, | 3,300 | 25 | 3,325 | 3,126 | 1,782 | 4,675 |
| CARS — OTHER SERVICE. | | | | | | |
| Mail cars, | 12 | - | - | 12 | 12 | 20 |
| Work cars, | 9 | 29 | - | 34 | - | 22 |
| Other cars, | - | 4 | - | - | - | - |
| TOTAL, | 21 | 33 | - | 46 | 12 | 42 |
| Snow ploughs, | 230 | 75 | - | - | - | 2 |

* Including 174 cars for elevated lines.

MISCELLANEOUS EQUIPMENT.

| | |
|--|-----|
| Barges and omnibuses, | 8 |
| Carts and snow sleds, | 835 |
| Other railway rolling stock : | |
| Levellers, 61; road machines, 18; scrapers, 4, | 83 |
| Sweepers, | 10 |
| Other highway vehicles : | |
| Buggies, 51; caravans and jiggers, 45, | 96 |
| Ambulance, 1; sleighs and pungs, 76, | 77 |
| Horses, | 270 |
| Other items of equipment: machinery, tools, etc. | |

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Held under Lease or Contract. | Trackage over Other Railways. | Total Owned, Leased, etc. | Total Operated. |
|--|--------|----------------------------------|----------------------------------|------------------------------|-----------------|
| ELEVATED. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Length of railway line, | 6.644 | - | - | 6.644 | 6.644 |
| Length of second main track, | 6.468 | - | - | 6.468 | 6.468 |
| TOTAL LENGTH OF MAIN TRACK, | 13.112 | - | - | 13.112 | 13.112 |
| Length of sidings, switches, etc., | 2.903 | - | - | 2.903 | 2.903 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 16.015 | - | - | 16.015 | 16.015 |
| SURFACE. | | | | | |
| Length of railway line, | 2.796 | 205.351 | 2.237 | 210.384 | 209.841 |
| Length of second main track, | 2.425 | 172.222 | 1.046 | 175.693 | 175.228 |
| TOTAL LENGTH OF MAIN TRACK, | 5.221 | 377.573 | 3.283 | 386.077 | 385.069 |
| Length of sidings, switches, etc., | 3.990 | 41.824 | - | 45.814 | 43.402 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 9.211 | 419.397 | 3.283 | 431.891 | 428.471 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | Owned. | Operated. |
|--|--------|-----------|
| | Miles. | Miles. |
| Length of railway line for elevated cars, | .461 | .461 |
| Length of railway line for surface cars, | 2.274 | 3.407 |
| Length of second main track for elevated cars, | .489 | .489 |
| Length of second main track for surface cars, | 2.240 | 3.373 |
| TOTAL LENGTH OF MAIN TRACK, | 5.464 | 7.730 |

Names of the several cities and towns in which the railways operated by the company are located: Boston, Cambridge, Chelsea, Everett, Malden, Medford, Newton, Somerville, Arlington, Belmont, Brookline and Watertown.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railway with railroads at grade (57 in number), viz. :— | | |
| With Boston & Albany Railroad : | | |
| At Main Street, Cambridge,* | 2 | 2 |
| At Broadway, Cambridge,* | 4 | 2 |
| At Cambridge Street, Cambridge,* | 2 | 2 |
| At Massachusetts Avenue, Cambridge,* | 3 | 2 |
| At North Beacon Street, Brighton,* | 1 | 1 |
| At Saratoga Street, East Boston,* | 2 | 1 |
| At Sumner Street, East Boston,* | 2 | 1 |
| With Boston & Maine Railroad : | | |
| At Main Street, Charlestown, Southern Division,* | 2 | 2 |
| At Main Street, Malden, Eastern Division, | 2 | 2 |
| At Pleasant Street, Malden, Western Division, | 2 | 2 |
| At Holland Street, Somerville, Southern Division, | 2 | 2 |
| At Massachusetts Avenue, Cambridge, Southern Division, | 2 | 2 |
| At Massachusetts Avenue, Arlington, Southern Division, | 2 | 2 |
| At Beverly Street, Boston & Maine Yard,*† | 1 | 2 |
| At Newton Street, Somerville, Fitchburg Division, | 2 | 1 |
| At Webster Avenue, Somerville, Fitchburg Division, | 2 | 1 |
| At Warren Avenue, Charlestown, Fitchburg Division,* | 2 | 2 |
| At Somerville Avenue, Somerville, Fitchburg Division,*† | 5 | 1 |
| At Somerville Avenue, Somerville, Fitchburg Division, | 2 | 1 |
| At Somerville Avenue, Somerville,* | 1 | 1 |
| At Mt. Auburn Street, Watertown, | 2 | 1 |
| At Arsenal Street to Watertown Arsenal,* | 2 | 2 |
| With New York, New Haven & Hartford Railroad : | | |
| At Dudley Street, Midland Division, | 2 | 2 |
| At Neponset Avenue, | 1 | 2 |
| Dorchester Avenue, at Shawmut Branch, | 2 | 2 |
| With Union Freight Railroad : | | |
| Atlantic Avenue, at Summer Street,* | 1 | 6 |
| Atlantic Avenue, at High Street,* | 1 | 2 |
| Atlantic Avenue, at Broad Street,* | 1 | 2 |
| Atlantic Avenue, at Commercial Wharf,* | 2 | 1 |
| Atlantic Avenue, at Lewis Wharf,* | 2 | 1 |
| Atlantic Avenue, at Fleet Street,* | 2 | 1 |
| Atlantic Avenue, at Kneeland Street,* | 1 | 2 |
| Atlantic Avenue, at Beach Street,* | 1 | 4 |
| Atlantic Avenue, at Clinton Market,* | 2 | 1 |
| Atlantic Avenue, at Union Freight Railroad Yard,* | 3 | 1 |
| Commercial Street, at Eastern Avenue,* | 1 | 1 |
| Commercial Street, at Sargent's Wharf,* | 1 | 1 |
| Commercial Street, at Union Wharf,* | 1 | 1 |
| Commercial Street, at Slate Wharf,* | 1 | 1 |
| Commercial Street, at Battery Street,* | 2 | 5 |
| Commercial Street, at Constitution Wharf,* | 1 | 1 |
| Commercial Street, at Harris Wharf,* | 1 | 1 |
| Commercial Street, at Hanover Street,* | 2 | 2 |
| Commercial Street, at gas house,* | 1 | 1 |
| Commercial Street, at Battery Wharf,* | 1 | 1 |
| Causeway Street, at Charlestown Street,* | 1 | 5 |
| Causeway Street, at Boston & Maine Railroad Yard,* | 1 | 2 |
| Causeway Street, at Canal Street,* | 1 | 4 |
| Causeway Street, west of Charlestown Street,* | 1 | 1 |
| Causeway Street, at Medford Street,* | 1 | 1 |
| Causeway Street, at Haverhill Street,* | 1 | 1 |
| Causeway Street, at Portland Street,* | 1 | 4 |
| Causeway Street, at Merrimac Street,* | 1 | 2 |
| Causeway Street, at Staniford Street,* | 1 | 1 |
| Lowell Street, at Causeway Street,* | 1 | 1 |
| Lowell Street, at Brighton Street,* | 1 | 1 |
| Causeway Street, at subway entrance,* | 1 | 4 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 92 | 104 |

* Used for freight only.

† Private track branching from Fitchburg Division of Boston & Maine R.R.

‡ One of these is a private track branching from Fitchburg Division of Boston & Maine R.R.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | 1 | 447 | 10 | 1,887 | 11 | 2,334 |
| Employees, | - | 6 | 3 | 71 | 3 | 77 |
| Other persons, | - | 4 | 15 | 1,027 | 15 | 1,031 |
| TOTALS, | 1 | 457 | 28 | 2,985 | 29 | 3,442 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON ELEVATED RAILWAY COMPANY,
101 MILK STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William A. Bancroft, *President*, 101 Milk Street, Boston, Mass. Charles S. Sergeant, *Vice-President*, 101 Milk Street, Boston, Mass. William Hooper, *Treasurer*, 101 Milk Street, Boston, Mass. John T. Burnett, *Clerk of Corporation*, 101 Milk Street, Boston, Mass. J. Otis Wardwell, *General Counsel*, 86 State Street, Boston, Mass. Henry L. Wilson, *Auditor*, 101 Milk Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frederick Ayer, Lowell, Mass. Wm. A. Bancroft, Cambridge, Mass. John J. Bright, Cambridge, Mass. Samuel Carr, Boston, Mass. T. Jefferson Coolidge, Jr., Manchester, Mass. James Phillips, Jr., Boston, Mass. James M. Prendergast, Boston, Mass. Frank E. Peabody, Boston, Mass. Nehemiah W. Rice, Boston, Mass. Quincy A. Shaw, Jr., Boston, Mass. Wm. S. Spaulding, Beverly, Mass. Walter S. Swan, Cambridge, Mass. Robert Winsor, Weston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WILLIAM A. BANCROFT,
JOHN J. BRIGHT,
QUINCY A. SHAW, JR.,
FRANK E. PEABODY,
JAS. M. PRENDERGAST,
WILLIAM S. SPAULDING,
T. JEFFERSON COOLIDGE, JR.,
N. W. RICE,
WALTER S. SWAN,
ROBERT WINSOR,
SAMUEL CARR,

Directors.

WILLIAM HOOPER,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 27, 1905. Then personally appeared the above-named William A. Bancroft, John J. Bright, Quincy A. Shaw, Jr., Frank E. Peabody, James M. Prendergast, William S. Spaulding, T. Jefferson Coolidge, Jr., N. W. Rice, Walter S. Swan, Robert Winsor and Samuel Carr, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN T. BURNETT,

Justice of the Peace.

REPORT

OF THE

BOSTON & NORTHERN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|----------------|
| Gross earnings from operation, | \$3,942,581 74 |
| Operating expenses, | 2,585,316 23 |
| NET EARNINGS FROM OPERATION, | \$1,357,265 51 |
| Miscellaneous income: park receipts, | 19,372 72 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$1,376,638 23 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$472,026 62 |
| Interest and discount on unfunded debts and loans, | 102,676 56 |
| Taxes, State and local, | \$132,213 89 |
| Taxes, commutation, | 86,365 02 |
| | 218,578 91 |
| Rentals of leased railways: | |
| East Middlesex, | \$40,600 01 |
| Winnisimmet, | 3,400 00 |
| Boston & Chelsea, | 7,560 00 |
| Boston & Revere, | 3,716 66 |
| Nashua, | 24,500 00 |
| Boston Elevated, | 36,580 66 |
| | 116,357 33 |
| Other deductions from income: park expense, | 30,427 05 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . | 940,066 47 |
| NET DIVISIBLE INCOME, | \$436,571 76 |
| Dividends declared (2 per cent on \$10,160,000), . . . | 203,200 00 |
| Surplus for the year ending September 30, 1905, . . . | \$233,371 76 |
| Amount of surplus September 30, 1904, | 55,712 97 |
| Credits to profit and loss account during the year: adjustment of accounts, | \$2,972 29 |
| Debits to profit and loss account during the year: | |
| Discount on bonds, | \$1,758 20 |
| Accident claims prior to insurance, | 1,875 03 |
| Reconstruction, | 221,816 96 |
| TOTAL DEBITS, | 225,450 19 |
| NET AMOUNT DEBITED TO PROFIT AND LOSS, | 222,477 90 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$66,606 83 |

| EARNINGS FROM OPERATION. | |
|--|----------------|
| Receipts from passengers carried, | \$3,909,094 51 |
| Receipts from carriage of mails, | 1,331 70 |
| Receipts from tolls for use of tracks by other companies, | 11,449 66 |
| Receipts from rentals of buildings and other property, | 6,033 57 |
| Receipts from advertising in cars, | 11,025 00 |
| Receipts from interest on deposits, | 2,945 82 |
| Other earnings from operation: miscellaneous, | 701 48 |
| GROSS EARNINGS FROM OPERATION, | \$3,942,581 74 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$84,347 32 |
| General office expenses and supplies, | 18,554 09 |
| Legal expenses, | 20,638 04 |
| Insurance, | 232,519 86 |
| Other general expenses: | |
| Storeroom expenses, \$10,476.42; advertising, \$10,308.87, | 20,785 29 |
| Miscellaneous general expense, | 32,047 28 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 120,344 68 |
| Repair of electric line construction, | 47,440 38 |
| Repair of buildings, | 11,032 16 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 165,258 77 |
| Repair of electric equipment of cars, | 156,389 98 |
| Renewal of horses, harnesses, shoeing, etc., | 1,942 78 |
| Provender and stabling for horses, | 7,467 33 |
| Transportation expenses: | |
| Cost of electric motive power, \$416,396.54; less power sold, \$25,863.27; net, | 390,533 27 |
| Wages and compensation of persons employed in conducting transportation, | 1,029,041 08 |
| Removal of snow and ice, | 58,365 78 |
| Damages for injuries to persons and property, | 13,576 86 |
| Tolls for trackage over other railways, | 46,351 95 |
| Rentals of buildings and other property, | 19,563 01 |
| Other transportation expenses: | |
| Car service supplies, | 14,142 76 |
| Cleaning, oiling and sanding track, \$25,333.26; miscellaneous car service expense, \$69,640.30, | 94,973 56 |
| TOTAL OPERATING EXPENSES, | \$2,585,316 23 |
| PROPERTY ACCOUNTS. | |
| Additions to railway: | |
| Extension of tracks, | \$22,814 99 |
| Betterment in reconstruction transferred to track, | 292,486 00 |
| New electric line construction, | 13,490 24 |
| Betterment in reconstruction transferred to line, | 5,621 00 |
| Other additions to railway: | |
| Engineering, | 12,458 30 |
| Reconstruction, | 302,390 59 |
| TOTAL ADDITIONS TO RAILWAY, | \$649,261 12 |

| | | |
|---|-------------|--------------|
| Additions to equipment: | | |
| Additional cars, | \$26,786 92 | |
| Electric equipment of same, | 77,644 34 | |
| Other additions to equipment: sundry equipment, | 10,652 55 | |
| | <hr/> | |
| TOTAL ADDITIONS TO EQUIPMENT, | | \$115,083 81 |
| Additions to land and buildings: | | |
| Additional land necessary for operation of railway, | \$1,056 18 | |
| New electric power stations, including machinery, etc., | 189,035 87 | |
| Other new buildings necessary for operation of railway, | 27,555 46 | |
| | <hr/> | |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | | 217,647 51 |
| | | <hr/> |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$981,992 44 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): | | |
| Roadbed and track, | \$1,145 58 | |
| Electric line, | 84 00 | |
| Betterment in reconstruction, allowed upon approval by Railroad Commissioners, transferred to track and line, | 298,107 00 | |
| Office furniture, | 20 00 | |
| Buildings, | 436 86 | |
| Reconstruction, | 221,816 96 | |
| Reconstructed cars, | 10,273 99 | |
| Cars and other rolling stock, | 357 31 | |
| Electric equipment, | 2,454 47 | |
| Power station machinery, | 1,367 50 | |
| Land, | 3,010 00 | |
| | <hr/> | |
| TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, | | 539,073 67 |
| | | <hr/> |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | | \$442,918 77 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| | ASSETS. | Dr. |
|--|-----------------|-----------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$10,031,034 21 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 1,610,769 85 | |
| Interest accrued during construction of railway, | 203,640 80 | |
| Engineering and other expenses incident to construction, | 504,635 43 | |
| Other items of railway cost: reconstruction, | 148,788 02 | |
| | <hr/> | |
| TOTAL COST OF RAILWAY OWNED, | | \$12,498,868 31 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$2,274,513 07 | |
| Electric equipment of same, | 2,287,983 52 | |
| Horses, | 7,283 26 | |
| Other items of equipment: sundry equipment, | 258,960 82 | |
| | <hr/> | |
| TOTAL COST OF EQUIPMENT OWNED, | | 4,828,740 67 |

| | | |
|--|----------------|------------------------|
| Cost of land and buildings: | | |
| Land and buildings necessary for operation of railway, | \$1,161,661 02 | |
| Electric power stations, including equipment, | 2,820,008 27 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | \$3,981,669 29 |
| Other permanent property: | | |
| Park property, | \$104,222 59 | |
| Tenements, | 2,162 00 | |
| Discontinued car houses and stables, | 77,188 93 | |
| TOTAL COST OF OTHER PERMANENT PROPERTY OWNED, | | 183,573 52 |
| TOTAL PERMANENT INVESTMENTS, | | \$21,492,851 79 |
| Cash and current assets: | | |
| Cash, | \$334,612 78 | |
| Bills and accounts receivable, | 74,000 63 | |
| Boston & Revere Electric St. Ry Co. bonds, | 27,000 00 | |
| Other cash and current assets: coupon deposits, \$37,370; prepaid taxes, \$32,451.83; prepaid fire insurance, \$1,910.40; prepaid rentals, \$468.22; deposits for redemption of bonds, \$19,155, | 91,355 45 | |
| TOTAL CASH AND CURRENT ASSETS, | | 526,968 86 |
| Miscellaneous assets: | | |
| Materials and supplies, | \$309,485 63 | |
| Other assets and property: | | |
| Discount on bonds, | 19,156 80 | |
| Nashua Street Railway property account, \$23,640.93; Nashua Street Railway lease account, \$10,625.26, | 34,266 19 | |
| TOTAL MISCELLANEOUS ASSETS, | | 362,908 62 |
| TOTAL, | | \$22,382,729 27 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$10,360,000 00 |
| Funded debt, | | 9,232,000 00 |
| Coupon notes, | | 427,500 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$1,480,000 00 | |
| Audited vouchers and accounts, | 283,416 29 | |
| Salaries and wages, | 31,601 60 | |
| Dividends not called for, | 203,200 00 | |
| Matured interest coupons unpaid (including coupons due October 1), | 37,370 00 | |
| Miscellaneous current liabilities: | | |
| Outstanding tickets, | 12,677 56 | |
| Employees' deposits, | 8,798 80 | |
| TOTAL CURRENT LIABILITIES, | | 2,057,064 25 |
| Accrued liabilities: | | |
| Interest accrued and not yet due, | \$132,793 16 | |
| Taxes accrued and not yet due, | 86,365 03 | |
| Rentals accrued and not yet due, | 20,400 00 | |
| TOTAL ACCRUED LIABILITIES, | | 239,558 19 |
| Profit and loss balance (surplus), | | 66,606 83 |
| TOTAL, | | \$22,382,729 27 |

CAPITAL STOCK.

| | | |
|---|-----------------|-----------------|
| Capital stock authorized by law, | \$10,360,000 00 | |
| Capital stock authorized by votes of company, | 10,360,000 00 | |
| Capital stock issued and outstanding, | | \$10,360,000 00 |
| Number of shares issued and outstanding, | 103,600 | |
| Number of stockholders, | 25 | |
| Number of stockholders in Massachusetts, | 24 | |
| Amount of stock held in Massachusetts, | \$9,886,300 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| Lynn & Boston Railroad debenture bonds, | 5 | April 1, 1907, | \$100,000 00 | \$5,000 00 |
| Lynn & Boston Railroad debenture bonds, | 5 | March 1, 1912, | 186,000 00 | 9,300 00 |
| Lynn & Boston Railroad first mortgage gold bonds, | 5 | Dec. 1, 1924, | 5,218,000 00 | 186,150 00 |
| Lynn & Boston Railroad coupon notes, | 6 | April 1, 1917, | 405,000 00 | 24,300 00 |
| Rockport Street Railway coupon notes, | 6 | Oct. 15, 1916, | 12,500 00 | 750 00 |
| Lynn Belt Line Street Railway first mortgage bonds, | 5 | May 1, 1910, | 100,000 00 | 5,000 00 |
| Essex Electric Street Railway first mortgage bonds, | 6 | Jan. 1, 1911, | 100,000 00 | 6,000 00 |
| Naumkeag Street Railway first mortgage bonds, | 5 | June 1, 1906, | 215,000 00 | 10,750 00 |
| Naumkeag Street Railway debenture bonds, | 5 | April 1, 1907, | 49,000 00 | 2,450 00 |
| Naumkeag Street Railway first consolidated mortgage bonds, | 5 | July 1, 1910, | 711,000 00 | 35,550 00 |
| Naumkeag Street Railway debenture bonds, | 6 | Sept. 1, 1910, | 24,000 00 | 1,440 00 |
| Naumkeag Street Railway debenture bonds, | 6 | July 1, 1911, | 10,000 00 | 600 00 |
| Gloucester Street Railway first mortgage gold bonds, | 5 | April 1, 1907, | 60,000 00 | 3,000 00 |
| Gloucester, Essex & Beverly Street Railway first mortgage gold bonds, | 5 | Dec. 1, 1916, | 125,000 00 | 6,250 00 |
| Mystic Valley Street Railway first mortgage gold bonds, | 5 | Jan. 1, 1919, | 60,000 00 | 3,000 00 |
| Wakefield & Stoneham Street Railway first mortgage gold bonds, | 5 | March 1, 1915, | 150,000 00 | 7,500 00 |
| Merrimack Valley Street Railway first mortgage gold bonds, | 5 | April 1, 1911, | 342,000 00 | 17,100 00 |
| People's Street Railway first mortgage gold bonds, | 5 | Jan. 1, 1923, | 64,000 00 | 3,200 00 |
| Lowell, Lawrence & Haverhill Street Railway first mortgage gold bonds, | 5 | June 1, 1923, | 970,000 00 | 48,495 84 |
| Lowell & Suburban Street Railway first mortgage gold bonds, | 5 | Dec. 1, 1911, | 1,000,000 00 | 50,000 00 |
| Gloucester & Rockport Street Railway coupon notes, | 6 | Feb. 1, 1915, | 10,000 00 | 600 00 |
| Boston & Northern Street Railway refunding gold bonds, | 4 | July 1, 1954, | 1,243,000 00 | 45,590 78 |
| | | | \$11,154,500 00 | - |
| Less Lynn and Boston Railroad first mortgage bonds held in trust to redeem other issues, | | | 1,495,000 00 | - |
| TOTALS, | | | \$9,659,500 00 | \$472,028 62 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|------------|
| Number of passengers paying revenue carried during the year, | 79,404,153 |
| Number carried per mile of main railway track operated, | 167,385 |
| Number of car miles run, | 15,899,702 |
| Average number of persons employed, | 2,529 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Total Pas- senger Cars. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|---------------------------------|---------------|----------------------------|---------------------------|------------------------------------|-------------------|
| CARS—PASSENGER SERVICE. | | | | | | |
| Box passenger cars, | 480 | 2 | 482 | 476 | 476 | - |
| Open passenger cars, | 627 | 21 | 648 | 627 | - | - |
| TOTAL, | 1,107 | 23 | 1,130 | 1,103 | 476 | 2,290 |
| CARS—OTHER SERVICE. | | | | | | |
| Box freight cars, | 2 | - | - | - | - | - |
| Platform freight cars, | 7 | 11 | - | - | - | - |
| Work cars, | 5 | - | - | - | - | - |
| Other cars, | 29 | - | - | - | - | - |
| TOTAL, | 43 | 11 | - | - | - | 78 |
| Snow ploughs, | 115 | 23 | - | - | - | 90 |

MISCELLANEOUS EQUIPMENT.

| | |
|---|-----|
| Carts and snow sleds, | 46 |
| Other highway vehicles: tower wagons, 11; snow levellers, 28; road machines, 4; sweeper, 1; sleighs and pungs, 37; scrapers, 4; ice scraper, 1; buggies, 9; wagons, 10; caravans, 3; emergency wagons, 5; walkaways, 2; express wagons, 25; oil wagon, 1; watering cart, 1, . | 142 |
| Horses, | 38 |

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Held under Lease or Contract. | Trackage over Other Railways. | Total Owned, Leased, etc. | Total Operated. |
|--|----------------|----------------------------------|----------------------------------|------------------------------|-----------------|
| | Miles. | Miles. | Miles. | Miles. | Miles. |
| Length of railway line, | 353.253 | 35.253 | 5.264 | 393.770 | 393.770 |
| Length of second main track, | 68.809 | 8.360 | 3.441 | 80.610 | 80.610 |
| TOTAL LENGTH OF MAIN TRACK, | 422.062 | 43.613 | 8.705 | 474.380 | 474.380 |
| Length of sidings, switches, etc., | 17.199 | 1.679 | .061 | 18.939 | 18.939 |
| TOTAL COMPUTED AS SINGLE TRACK, | 439.261 | 45.292 | 8.766 | 493.319 | 493.319 |

RAILWAY LOCATED OUTSIDE OF MASSACHUSETTS.

| | |
|--|--------------|
| Length of railway line, | 14.169 mles. |
| Length of second main track, | .730 " |
| Total length of main track, | 14.899 " |
| Length of sidings, switches, etc., | .621 " |
| Total, computed as single track, | 15.520 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | Owned. | Operated. |
|--|--------|-----------|
| | Miles. | Miles. |
| Length of railway line, | 11.221 | 13.275 |
| Length of sidings, | 1.962 | 2.007 |
| Length of second main track, | .715 | 1.398 |
| TOTAL LENGTH OF MAIN TRACK, | 13.898 | 16.680 |

Names of the several cities and towns in which the railways operated by the company are located: Andover, Arlington, Beverly, Billerica, Boston, Chelmsford, Chelsea, Danvers, Dracut, Essex, Everett, Gloucester, Groveland, Hamilton, Haverhill, Ipswich, Lawrence, Lowell, Lynn, Lynnfield, Malden, Marblehead, Medford, Melrose, Methuen, Middleton, Newburyport, North Andover, North Reading, Peabody, Reading, Revere, Rockport, Salem, Saugus, Stoneham, Swampscott, Tewksbury, Tyngsborough, Wakefield, Wenham, West Newbury, Wilmington, Winchester and Woburn, Mass.; Nashua and Hudson, N. H.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (82 in number), viz.: | | |
| With Union Freight Railroad, Causeway Street, Boston, | 1 | 4 |
| With Fitchburg Division, Boston & Maine Railroad, Warren Avenue, Boston,* | 2 | 2 |
| With Boston & Maine Railroad and Boston & Albany Railroad, Everett Avenue, Chelsea, | 4 | 2 |
| With Cape Ann Granite Company, Granite Street, Rockport,* | 1 | 1 |
| With Rockport Granite Company, Granite Street, Rockport,* | 1 | 1 |
| With Lanesville Granite Company, Langsford Street, Gloucester,* | 1 | 1 |
| With Rockport Granite Company, Washington Street, Gloucester,* | 2 | 1 |
| With New York, New Haven & Hartford Railroad, Chelmsford Centre, | 1 | 1 |
| With Revere Beach & Lynn Railroad, Winthrop Avenue, Revere, | 2 | 1 |
| With Boston & Maine Railroad as follows: | | |
| Cabot Street, Beverly, | 2 | 1 |
| Cabot Street, Beverly, | 2 | 1 |
| Cabot Street, Beverly,* | 1 | 2 |
| Elliot Street, Beverly, | 2 | 1 |
| Elliot Street, Beverly, | 2 | 1 |
| Elliot Street, Beverly,* | 1 | 1 |
| Enon Street, Beverly,* | 3 | 1 |
| Essex Street, Beverly, | 2 | 1 |

* Used exclusively for carrying freight to corporations.

GRADE CROSSINGS WITH RAILROADS—Concluded.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| <i>Crossings of railways with railroads at grade—Concluded.</i> | | |
| <i>With Boston & Maine Railroad—Concluded.</i> | | |
| Main Street, Billerica, | 2 | 1 |
| Tyngsborough Line, Chelmsford, | 1 | 2 |
| Tyngsborough Line, Chelmsford,* | 2 | 1 |
| Elm Street, Danvers, | 1 | 1 |
| Holten Street, Danvers, | 1 | 1 |
| Maple Street, Danvers, | 1 | 1 |
| Water Street, Danvers,* | 2 | 1 |
| Washington Street, Gloucester, | 1 | 1 |
| Willow Street, Hamilton, | 1 | 1 |
| Essex Street, Hamilton, | 1 | 1 |
| Essex Street, Haverhill, | 4 | 1 |
| Washington Street, Haverhill, | 2 | 2 |
| Andover Street, Lawrence, | 5 | 1 |
| South Broadway, Lawrence, | 5 | 1 |
| South Broadway, Lawrence, | 2 | 1 |
| Union Street, Lawrence (2 places),* | 2 | 1 |
| Water Street, Lawrence, | 6 | 1 |
| Bridge Street, Lowell,* | 2 | 2 |
| Broadway, Lowell,* | 1 | 1 |
| Central Street, Lowell,* | 1 | 2 |
| Dutton and Merrimac streets, Lowell,* | 1 | 3 |
| Lawrence Street, Lowell, | 2 | 1 |
| Dutton and Fletcher streets, Lowell, | 2 | 2 |
| Gorham Street, Lowell, | 1 | 2 |
| East Merrimac Street, Lowell,* | 1 | 2 |
| Middlesex Street, Lowell, | 3 | 1 |
| Lawrence Street, Lowell, | 1 | 1 |
| Blossom Street, Lynn, | 2 | 1 |
| Boston Street, Lynn, | 2 | 1 |
| Central Square, Lynn, | 2 | 4 |
| Chatham Street, Lynn, | 2 | 1 |
| Commercial Street, Lynn, | 3 | 1 |
| Market Street, Lynn, | 2 | 2 |
| Summer Street, Lynn, | 2 | 1 |
| Summer Street, Lynn, | 2 | 1 |
| Western Avenue, Lynn, | 3 | 2 |
| Beach Street, Malden, | 2 | 1 |
| Ferry Street, Malden, | 2 | 2 |
| Pleasant Street, Marblehead, | 1 | 1 |
| Franklin Street, Melrose, | 2 | 1 |
| Main Street, North Andover, | 2 | 1 |
| Sutton Street, North Andover, | 2 | 1 |
| Main Street, North Reading, | 1 | 1 |
| Central Street, Peabody (2 places), | 3 | 2 |
| Lowell Street, Peabody, | 1 | 1 |
| High Street, near Reading Station, Reading, | 2 | 1 |
| Salem Street, Revere, | 2 | 1 |
| Derby Street, Salem, | 6 | 1 |
| Fort Avenue, Salem, | 3 | 1 |
| Lafayette Street, Salem, | 1 | 1 |
| Loring Avenue, Salem, | 1 | 1 |
| North Street, Salem, | 3 | 2 |
| Central Avenue, Saugus, | 2 | 1 |
| Main Street, Stoneham, | 2 | 1 |
| Montrale Avenue, Stoneham, | 1 | 1 |
| Humphrey Street, Swampscott, | 1 | 1 |
| Albion Street, Wakefield, | 2 | 1 |
| Main Street, Wakefield, | 2 | 1 |
| Railroad Street, Wakefield,* | 1 | 1 |
| Railroad Street, Wakefield,* | 3 | 1 |
| Water Street, Wakefield, | 2 | 1 |
| Main Street, Wilmington, | 3 | 1 |
| Pleasant Street, Winchester, | 3 | 1 |
| Main Street, Woburn, | 2 | 1 |
| Main Street, Woburn, | 2 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 164 | 106 |

* Used exclusively for carrying freight to corporations.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 243 | 2 | 208 | 2 | 451 |
| Employees, | 1 | - | 2 | 17 | 3 | 17 |
| Other persons, | - | - | 12 | 138 | 12 | 138 |
| TOTALS, | 1 | 243 | 16 | 363 | 17 | 606 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & NORTHERN STREET RAILWAY COMPANY,
84 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Patrick F. Sullivan, *President*, Boston, Mass. Robert S. Goff, *Vice-President and General Manager*, Boston, Mass. Joseph H. Goodspeed, *Treasurer*, Boston, Mass. Charles Williams, *Clerk of Corporation*, Lynn, Mass. Warren & Garfield, *General Counsel*, Boston, Mass. D. Dana Bartlett, *General Auditor*, Boston, Mass. Frank C. Wilkinson, *Superintendent*, Division 1, Lynn, Mass. Thomas Lees, *Superintendent*, Division 2, Lowell, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Patrick F. Sullivan, Lowell, Mass. Robert S. Goff, Fall River, Mass. Joseph H. Goodspeed, Boston, Mass. Henry P. Moulton (deceased). John S. Bartlett, Lynn, Mass. Charles H. Newhall, Lynn, Mass. John H. Cunningham, Chelsea, Mass. Alexander B. Bruce, Lawrence, Mass. Percy Parker, Lowell, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

P. F. SULLIVAN,
J. H. CUNNINGHAM,
CHARLES H. NEWHALL,
PERCY PARKER,
ALEX. B. BRUCE,
ROBERT S. GOFF,
J. H. GOODSPEED,
Directors.
J. H. GOODSPEED,
ROBERT S. GOFF,
Treasurer.
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 15, 1905. Then personally appeared the above-named P. F. Sullivan, J. H. Cunningham, Charles H. Newhall, Percy Parker, Alex. B. Bruce, Robert S. Goff and J. H. Goodspeed, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,

Justice of the Peace.

REPORT

OF THE

BOSTON & REVERE ELECTRIC STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

[Leased to and operated by the Boston & Northern.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|--------------|
| Rental received from lease of railway, | \$2,500 00 |
| Dividends declared (5 per cent), | \$2,500 00 |
| Amount of deficit September 30, 1904, | \$11,863 18 |
| TOTAL DEFICIT SEPTEMBER 30, 1905, | \$11,863 18 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1905. | |
| ASSETS. | Dr. |
| Cost of railway, | \$73,815 23 |
| Cost of equipment, | 9,919 79 |
| Cost of land and buildings, | 4,901 80 |
| TOTAL PERMANENT INVESTMENTS, | \$88,636 82 |
| Profit and loss balance (deficit), | 11,863 18 |
| TOTAL, | \$100,000 00 |
| LIABILITIES. | Cr. |
| Capital stock, | \$50,000 00 |
| Funded debt, | 23,000 00 |
| Current liabilities: Boston & Northern Street Railway Com- pany, lessee (bonds retired), | 27,000 00 |
| TOTAL, | \$100,000 00 |
| CAPITAL STOCK. | |
| Capital stock authorized by law, | \$50,000 00 |
| Capital stock authorized by votes of company, | 50,000 00 |
| Capital stock issued and outstanding, | \$50,000 00 |
| Number of shares issued and outstanding, | 500 |
| Number of stockholders, | 16 |
| Number of stockholders in Massachusetts, | 13 |
| Amount of stock held in Massachusetts, | \$35,200 00 |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|-------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 5 | Feb. 1, 1910, . | \$23,000 00 | —* |

RAILWAY OWNED.

| | |
|--|--------------|
| Length of railway line, | 1.856 miles. |
| Length of second main track, | 1.856 " |
| Total length of main track, | 3.712 " |
| Length of sidings, switches, etc., | .100 " |
| Total computed as single track, | 3.812 " |

RAILWAY OWNED AND LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|--|-------------|
| Length of railway line, | .684 miles. |
| Length of second main track, | .683 " |
| Total length of main track, | 1.367 " |

Names of the several cities and towns in which the railway owned by the company is located: Boston (East Boston) and Revere.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & REVERE ELECTRIC STREET RAILWAY COMPANY,
84 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Patrick F. Sullivan, *President*, Boston, Mass. Robert S. Goff, *Vice-President*, Boston, Mass. Joseph H. Goodspeed, *Treasurer*, Boston, Mass. Charles Williams, *Clerk of Corporation*, Lynn, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Patrick F. Sullivan, Lowell, Mass. Robert S. Goff, Fall River, Mass. Joseph H. Goodspeed, Boston, Mass. Bentley W. Warren, Williamstown, Mass. Charles Williams, Wakefield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ROBERT S. GOFF,
J. H. GOODSPEED,
CHARLES WILLIAMS,
Directors.
J. H. GOODSPEED,
Treasurer.

* Paid by Lessee.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. LYNN, Nov. 1, 1905. Then personally appeared the above-named Charles Williams, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

EDMOND O'CALLAGHAN,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 1, 1905. Then personally appeared the above-named Robert S. Goff and J. H. Goodspeed, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,
Justice of the Peace.

REPORT

OF THE

BOSTON & WORCESTER STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|---------------------|
| Gross earnings from operation, | \$448,365 70 |
| Operating expenses, | 229,655 68 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$218,710 02 |
| Charges upon income accrued during the year : | |
| Interest on funded debt, | \$75,301 17 |
| Interest and discount on unfunded debts and loans, | 5,223 44 |
| Taxes, State and local, | \$24,223 78 |
| Taxes, commutation, | 8,899 67 |
| | <u>33,123 45</u> |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . | 113,648 06 |
| NET DIVISIBLE INCOME, | \$105,061 96 |
| Dividends declared : | |
| 3 per cent on \$1,724,800, | \$51,744 00 |
| 3 per cent on \$1,725,000, | 51,750 00 |
| | <u>103,494 00</u> |
| TOTAL DIVIDENDS DECLARED, | 103,494 00 |
| Surplus for the year ending September 30, 1905, | \$1,567 96 |
| Amount of surplus September 30, 1904, | 57,266 33 |
| | <u>\$58,834 29</u> |
| Debits to profit and loss account during the year : | |
| Settlement of old accounts, | \$3,711 68 |
| Settlement of damage claims arising from accidents of 1903 and 1904, | 34,443 55 |
| | <u>38,155 23</u> |
| TOTAL DEBITS, | 38,155 23 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$20,679 06 |

| EARNINGS FROM OPERATION. | |
|---|--------------|
| Receipts from passengers carried, | \$443,098 44 |
| Receipts from carriage of mails, | 250 00 |
| Receipts from carriage of express and parcels, | 200 00 |
| Receipts from tolls for use of tracks by other companies, | 486 69 |
| Receipts from rentals of buildings and other property, | 3,078 82 |
| Receipts from advertising in cars, | 1,251 75 |
| GROSS EARNINGS FROM OPERATION, | \$448,365 70 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$18,658 22 |
| General office expenses and supplies, | 3,087 36 |
| Insurance, | 8,000 00 |
| Other general expenses: miscellaneous, | 7,230 76 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 8,716 21 |
| Repair of electric line construction, | 2,295 47 |
| Repair of buildings, | 1,003 55 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 22,162 07 |
| Repair of electric equipment of cars, | 19,239 71 |
| Transportation expenses: | |
| Cost of electric motive power, \$66,525.13; less power sold, \$5,539.16; net, | 60,985 97 |
| Wages and compensation of persons employed in conducting transportation, | 71,468 76 |
| Removal of snow and ice, | 2,424 21 |
| Damages for injuries to persons and property, | 3,783 52 |
| Tolls for trackage over other railways, | 599 87 |
| TOTAL OPERATING EXPENSES, | \$229,655 68 |
| PROPERTY ACCOUNTS. | |
| Additions to railway: | |
| Engineering, | \$7,477 32 |
| Reconstruction of Marlborough Street Railway track, | 17,103 44 |
| New electric line construction and additions to feeder wire, telephone and signal system, etc., | 13,018 69 |
| Other additions to railway: | |
| Additional land damage, | 9,832 22 |
| Discount on first mortgage bonds, | 40,250 00 |
| Additional special work, grading, boulevard and bridge work, etc., | 42,768 46 |
| TOTAL ADDITIONS TO RAILWAY, | \$130,450 13 |
| Additions to equipment: | |
| Additional equipment for cars, | \$7,171 86 |
| Electric equipment of same, | 19,771 64 |
| Other additions to equipment: fenders, registers, heaters, work shop tools, etc., | 2,348 22 |
| TOTAL ADDITIONS TO EQUIPMENT, | 29,291 72 |

| | | |
|---|------------|---------------------|
| Additions to land and buildings: | | |
| Additional land necessary for operation of railway, | \$1,700 00 | |
| New electric sub-stations, including machinery, etc., | 32,998 70 | |
| Additional equipment of power stations, | 40,197 77 | |
| Other new buildings necessary for operation of railway, | 1,643 13 | |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | | \$76,539 60 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$236,281 45 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | | Dr. |
|--|----------------|-----------------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$1,784,682 04 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 299,289 49 | |
| Interest accrued during construction of railway, | 62,076 90 | |
| Engineering and other expenses incident to construction, | 239,050 32 | |
| Other items of railway cost: discount on first mortgage bonds, | 40,250 00 | |
| TOTAL COST OF RAILWAY OWNED, | | \$2,425,348 75 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$218,442 42 | |
| Electric equipment of same, | 231,848 23 | |
| Other items of equipment, | 75,986 32 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 526,276 97 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$74,610 40 | |
| Electric power stations, including equipment, | 559,926 08 | |
| Other buildings necessary for operation of railway, | 125,730 85 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 760,267 33 |
| TOTAL PERMANENT INVESTMENTS, | | \$3,711,893 05 |
| Cash and current assets: | | |
| Cash, | \$81,003 13 | |
| Bills and accounts receivable, | 11,230 18 | |
| Sinking and other special funds, | 888 25 | |
| Other cash and current assets: | | |
| Prepaid insurance, | 7,192 75 | |
| Prepaid interest, | 5,687 97 | |
| Cash deposited as collateral for surety bonds, | 32,500 00 | |
| TOTAL CASH AND CURRENT ASSETS, | | 138,502 28 |
| Miscellaneous assets: materials and supplies (including coal), | | 33,293 93 |
| TOTAL, | | \$3,883,679 26 |

| LIABILITIES. | | Cr. | |
|--|-------------|-----|----------------|
| Capital stock, | | | \$1,725,000 00 |
| Funded debt, | | | 1,717,000 00 |
| Current liabilities: | | | |
| Loans and notes payable, | \$372,447 | 96 | |
| Audited vouchers and accounts, | 1,147 | 81 | |
| TOTAL CURRENT LIABILITIES, | | | 373,595 77 |
| Accrued liabilities: | | | |
| Interest accrued and not yet due, | \$13,392 | 73 | |
| Taxes accrued and not yet due, | 33,123 | 45 | |
| TOTAL ACCRUED LIABILITIES, | | | 46,516 18 |
| Sinking and other special funds: for Framingham Union Street Railway Company first mortgage bonds, | | | 888 25 |
| Profit and loss balance (surplus), | | | 20,679 06 |
| TOTAL, | | | \$3,883,679 26 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$1,725,000 | 00 | |
| Capital stock authorized by votes of company, | 1,725,000 | 00 | |
| Capital stock issued and outstanding, | | | \$1,725,000 00 |
| Number of shares issued and outstanding, | 17,250 | | |
| Number of stockholders, | 16 | | |
| Number of stockholders in Massachusetts, | 15 | | |
| Amount of stock held in Massachusetts, | \$1,724,900 | 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage gold bonds, | Per Cent. 4½ | Aug. 1, 1923, | \$1,610,000 00 | \$69,951 17 |
| First mortgage gold bonds of the Framingham, Southborough & Marlborough Street Railway Company, assumed by consolidation, | 5 | Jan. 1, 1919, | 60,000 00 | 3,000 00 |
| First mortgage gold bonds of the Framingham Union Street Railway Company, assumed by consolidation, | 5 | July 1, 1909, | 47,000 00 | 2,350 00 |
| TOTALS, | | | \$1,717,000 00 | \$75,301 17 |

SINKING AND OTHER SPECIAL FUNDS.

| | |
|---|----------|
| Amount September 30, 1904, of Framingham Union Street Railway Company sinking fund, | \$888 25 |
| TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1905, | \$888 25 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 9,110,182 |
| Number carried per mile of main railway track operated, . . | 123,746 |
| Number of car miles run, | 1,820,575 |
| Average number of persons employed, | 230 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|---------------------------------|------------------|---------------------------|------------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | |
| Box passenger cars, | 42 | - | 42 | 42 | - |
| Open passenger cars, | 25 | - | 25 | - | - |
| TOTAL, | 67 | - | 67 | 42 | 215 |
| CARS — OTHER SERVICE. | | | | | |
| Box freight cars, | 2 | - | - | - | - |
| Work cars, | 1 | 2 | - | - | - |
| TOTAL, | 3 | 2 | - | - | - |
| Snow ploughs, | 12 | - | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|---|---|
| Carts and snow sleds, | 2 |
| Other highway vehicles: 2 express wagons, 3 tower wagons, | 5 |
| Horses, | 1 |
| Other items of equipment: single harnesses, | 2 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owued. | Trackage over Other Railways. | Total Owued, etc. |
|--|------------------|-------------------------------------|----------------------|
| Length of railway line, | Miles. 47.406 | Miles. .524 | Miles. 47.930 |
| Length of second main track, | 25.690 | - | 25.690 |
| TOTAL LENGTH OF MAIN TRACK, | 73.096 | .524 | 73.620 |
| Length of sidings, switches, etc., | 2.143 | - | 2.143 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 75.239 | .524 | 75.763 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|--|---------------|
| Length of railway line, | 12.845 miles. |
| Length of second main track, | 12.584 " |
| Total length of main track, | 25.429 " |

Names of the several cities and towns in which the railways operated by the company are located: Newton, Wellesley, Natick, Framingham, Southborough, Marlborough, Hudson, Northborough, Westborough and Shrewsbury.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (3 in number), viz.:— | | |
| With Boston & Albany Railroad, Elm Street, Saxonville, | 1 | 1 |
| With Boston & Albany Railroad, Elm Street, Saxonville, | 1 | 1 |
| With New York, New Haven & Hartford Railroad, Worcester Street, Framingham, | 3 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 5 | 3 |

Number of above crossings at which *frogs* are inserted in the tracks, . . 3

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | — | 35 | — | 8 | — | 43 |
| Employees, | — | 3 | — | — | — | 3 |
| Other persons, | — | — | — | 8 | — | 8 |
| TOTALS, | — | 38 | — | 16 | — | 54 |

CORPORATE NAME AND ADDRESS OF THE COMPANY

BOSTON & WORCESTER STREET RAILWAY COMPANY,
SOUTH FRAMINGHAM, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James F. Shaw, *President*, 8 Congress Street, Boston, Mass. H. Fisher Eldredge, *Vice-President*, Portsmouth, N. H. George A. Butman, *Treasurer and Clerk of Corporation*, 8 Congress Street, Boston, Mass. Edward P. Shaw, Jr., *Superintendent*, South Framingham, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John J. Whipple, Brockton, Mass. H. Fisher Eldredge, Portsmouth, N. H. Phineas W. Sprague, Malden, Mass. Charles C. Peirce, Brookline, Mass. Albion R. Clapp, Wellesley Hills, Mass. Alex. B. Bruce, Lawrence, Mass. Walter H. Trumbull, Salem, Mass. George A. Butman, Malden, Mass. Arthur E. Childs, Boston, Mass. William M. Butler, Edgartown, Mass. James F. Shaw, Manchester, Mass. Charles W. Shippee, Milford, Mass. Samuel Farquhar, Newton, Mass. Edward P. Shaw, Newburyport, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JAS. F. SHAW,
GEO. A. BUTMAN,
EDWARD P. SHAW,
ALEX. B. BRUCE,
CHAS. C. PEIRCE,
CHARLES W. SHIPPEE,
ALBION R. CLAPP,
P. W. SPRAGUE,
Directors.
GEO. A. BUTMAN,
Treasurer.
E. P. SHAW, JR.,
General Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 21, 1905. Then personally appeared the above-named Jas. F. Shaw, Geo. A. Butman, Edward P. Shaw, Alex. B. Bruce, Chas. C. Peirce, Charles W. Shippee, Albion R. Clapp, P. W. Sprague and E. P. Shaw, Jr., and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR W. CLAPP,
Justice of the Peace.

REPORT

OF THE

BRISTOL & NORFOLK STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$9,952 39 |
| Operating expenses, | 9,930 02 |
| NET EARNINGS FROM OPERATION, | \$22 37 |
| Miscellaneous income: sub-lease of Glen Echo Park, | 650 00 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$672 37 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$3,500 00 |
| Interest and discount on unfunded debts and loans, | 168 76 |
| Taxes, State and local, | 163 65 |
| Other deductions from income: | |
| Rent Glen Echo Park, | \$1,000 00 |
| Expense Glen Echo Park, | 156 34 |
| | 1,156 34 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 4,988 75 |
| Deficit for the year ending September 30, 1905, | \$4,316 38 |
| Amount of deficit September 30, 1904, | 5,448 41 |
| Debits to profit and loss account during the year: | |
| Rolling stock entirely consumed by fire January, 1905, \$16,588.85; less insurance and miscellaneous, \$9,442.60, | \$7,146 25 |
| Miscellaneous, | 113 78 |
| TOTAL DEBITS, | 7,260 03 |
| TOTAL DEFICIT SEPTEMBER 30, 1905, | \$17,024 82 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$9,532 90 |
| Receipts from carriage of mails, | 49 84 |
| Receipts from rentals of buildings and other property, | 148 25 |
| Receipts from advertising in cars, | 72 91 |
| Other earnings from operation: sale of old material, | 148 49 |
| GROSS EARNINGS FROM OPERATION, | \$9,952 39 |

| EXPENSES OF OPERATION. | | |
|--|-------------|-------------|
| General expenses: | | |
| Salaries of general officers and clerks, | | \$1,113 00 |
| General office expenses and supplies, | | 338 36 |
| Insurance, | | 270 25 |
| Maintenance of roadway and buildings: | | |
| Repair of roadbed and track, | | 347 02 |
| Repair of electric line construction, | | 117 94 |
| Repair of buildings, | | 1 52 |
| Maintenance of equipment: | | |
| Repair of cars and other vehicles, | | 782 40 |
| Repair of electric equipment of cars, | | 750 20 |
| Transportation expenses: | | |
| Cost of electric motive power,* | | 2,578 00 |
| Wages and compensation of persons employed in conducting transportation, | | 2,740 24 |
| Removal of snow and ice, | | 239 61 |
| Damages for injuries to persons and property, | | 327 00 |
| Tolls for trackage over other railways, | | 227 01 |
| Rentals of buildings and other property, | | 75 00 |
| Other transportation expenses, | | 22 47 |
| TOTAL OPERATING EXPENSES, | | \$9,930 02 |
| PROPERTY ACCOUNTS. | | |
| Additions to railway: | | |
| Extension of tracks (length, 3,300 feet), | \$3,353 59 | |
| New electric line construction (length, 3,300 feet), | 620 93 | |
| Other additions to railway: engineering, | 96 85 | |
| TOTAL ADDITIONS TO RAILWAY, | | \$4,071 37 |
| Additions to equipment: | | |
| Additional cars (4 in number) and electric equipment of same, | \$4,945 60 | |
| Other additions to equipment, | 27 26 | |
| TOTAL ADDITIONS TO EQUIPMENT, | | 4,972 86 |
| Additions to land and buildings: | | |
| Additional land necessary for operation of railway, | \$237 00 | |
| New buildings necessary for operation of railway (car barn), | 1,409 44 | |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | | 1,646 44 |
| Additions to other permanent property: Glen Echo Park buildings, | | 1,992 94 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$12,683 61 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): | | |
| Rolling stock (loss by fire), | \$16,588 85 | |
| Rails sold, | 1,027 99 | |
| Wire sold, | 2,748 99 | |
| TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, | | 20,365 83 |
| NET REDUCTION FROM PROPERTY ACCOUNTS FOR THE YEAR, | | \$7,682 22 |

* Owing to breakdown of meters there is an unsettled power account covering a period of three months; the cost for those months is therefore estimated.

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | | Dr. |
|--|--------------|---------------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$114,878 16 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 14,546 89 | |
| Interest accrued during construction of rail- way, | 5,000 00 | |
| Engineering and other expenses incident to construction, | 8,176 85 | |
| Other items of railway cost, | 8,000 00 | |
| TOTAL COST OF RAILWAY OWNED, | | \$150,601 90 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles and electric equipment of same, | \$4,945 60 | |
| Other items of equipment: miscellaneous, | 27 26 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 4,972 86 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$637 00 | |
| Buildings necessary for operation of rail- way, | 6,109 44 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 6,746 44 |
| Other personal property: Glen Echo Park buildings, | | 1,992 94 |
| TOTAL PERMANENT INVESTMENTS, | | \$164,314 14 |
| Cash and current assets: | | |
| Cash, | \$783 29 | |
| Bills and accounts receivable, | 953 74 | |
| TOTAL CASH AND CURRENT ASSETS, | | 1,737 03 |
| Profit and loss balance (deficit), | | 17,024 82 |
| TOTAL, | | \$183,075 99 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$100,000 00 |
| Funded debt, | | 70,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$4,000 00 | |
| Audited vouchers and accounts, | 2,025 97 | |
| Matured interest coupons unpaid (including coupons due October 1), | 7,000 00 | |
| TOTAL CURRENT LIABILITIES, | | 13,025 97 |
| Accrued liabilities: taxes accrued and not yet due, | | 50 02 |
| TOTAL, | | \$183,075 99 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$100,000 00 | |
| Capital stock authorized by votes of company, | 100,000 00 | |
| Capital stock issued and outstanding, | | \$100,000 00 |
| Number of shares issued and outstanding, | 1,000 | |
| Number of stockholders, | 26 | |
| Number of stockholders in Massachusetts, | 25 | |
| Amount of stock held in Massachusetts, | \$99,900 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|-------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 5 | June 1, 1923, | \$70,000 00 | - |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 186,590 |
| Number carried per mile of main railway track operated, . | 28,387 |
| Number of car miles run, | 64,422 |
| Average number of persons employed, | 8 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 2 | 2 | 2 | 4 |
| Open passenger cars, | 2 | 2 | - | 4 |
| TOTAL, | 4 | 4 | 2 | 8 |
| CARS — OTHER SERVICE. | | | | |
| Platform freight cars, | 1 | - | - | - |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owued. | Trackage over Other Railways. | Total Owned, etc. | Total Operated. |
|--|-----------------|-------------------------------|-------------------|-----------------|
| Length of railway line, | Miles. 9.525 | Miles. .378 | Miles. 9.903 | Miles. 6.573 |
| Length of sidings, switches, etc., | .123 | - | .123 | .123 |
| TOTAL, COMPUTED AS SINGLE TRACK, . | 9.648 | .378 | 10.026 | 6.696 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|---------------------------------------|-----------|
| Length of railway line, | .625 mle. |
| Length of second main line, | .123 " |
| Total length of main track, | .748 " |

Names of the several cities and towns in which the railways operated by the company are located: Randolph, Stoughton and Easton.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | 2 | - | 2 |
| Employees, | - | - | - | 1 | - | 1 |
| Other persons, | - | - | - | - | - | - |
| TOTALS, | - | - | - | 3 | - | 3 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BRISTOL & NORFOLK STREET RAILWAY COMPANY,
43 TREMONT STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry A. Belcher, *President*, Randolph, Mass. Henry E. McElwain, *Treasurer*, Boston, Mass. Weld A. Rollins, *Clerk of Corporation*, 43 Tremont Street, Boston, Mass. George W. Anderson, *General Counsel*, 43 Tremont Street, Boston, Mass. Frank J. Williams, *Superintendent*, North Stoughton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry A. Belcher, Randolph, Mass. George W. Anderson, Boston, Mass. Henry E. McElwain, Boston, Mass. George H. Plummer, Lynn, Mass. Weld A. Rollins, Brookline, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HENRY A. BELCHER,
GEORGE W. ANDERSON,
WELD A. ROLLINS,
Directors.
HENRY A. BELCHER,
Acting Treasurer.
FRANK J. WILLIAMS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. DEC. 1, 1905. Then personally appeared the above-named Henry A. Belcher, George W. Anderson and Weld A. Rollins, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CONROY RUETER,
Justice of the Peace.

REPORT

OF THE

BROCKTON & PLYMOUTH STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$98,891 47 |
| Operating expenses, | 62,048 22 |
| NET EARNINGS FROM OPERATION, | \$36,843 25 |
| Miscellaneous income: park receipts, | 5,514 69 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$42,357 94 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$13,450 00 |
| Interest and discount on unfunded debts and loans, | 8,018 01 |
| Taxes, State and local, | \$3,605 26 |
| Taxes, commutation, | 1,930 18 |
| | 5,535 44 |
| Other deductions from income: park expenses, | 7,928 06 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 34,931 51 |
| Surplus for the year ending September 30, 1905, | \$7,426 43 |
| Amount of surplus September 30, 1904, | 5,888 39 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$13,314 82 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$98,259 09 |
| Receipts from carriage of mails, | 382 38 |
| Receipts from advertising in cars, | 250 00 |
| GROSS EARNINGS FROM OPERATION, | \$98,891 47 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$8,487 76 |
| General office expenses and supplies, | 415 58 |
| Legal expenses, | 886 28 |
| Insurance, | 2,098 73 |
| Other general expenses: | |
| Advertising, | 593 00 |
| Miscellaneous, | 515 71 |

| | |
|--|--------------------|
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | \$2,768 61 |
| Repair of electric line construction, | 509 80 |
| Repair of buildings, | 531 95 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 4,740 83 |
| Repair of electric equipment of cars, | 4,614 22 |
| Renewal of horses, harnesses, shoeing, etc., | 11 60 |
| Provender and stabling for horses, | 96 39 |
| Transportation expenses: | |
| Cost of electric motive power, \$14,021.39; less power sold, \$2,223.02; net, | 11,798 37 |
| Wages and compensation of persons employed in conduct- ing transportation, | 21,064 12 |
| Removal of snow and ice, | 726 15 |
| Damages for injuries to persons and property, | 1,268 11 |
| Other transportation expenses: | |
| Car service supplies, | 448 95 |
| Miscellaneous, | 472 06 |
| TOTAL OPERATING EXPENSES, | \$62,048 22 |

PROPERTY ACCOUNTS.

| | |
|---|-------------------|
| Additions to railway: | |
| Old bill applying to track construction, | \$424 20 |
| Relocation of track, | 1,000 00 |
| Miscellaneous engineering charges on pro- posed extension, | 2,500 00 |
| TOTAL ADDITIONS TO RAILWAY, | \$3,924 20 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | Dr. |
|---|---------------------|
| Cost of railway: | |
| Roadbed and tracks, | \$252,549 11 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 103,108 05 |
| Engineering and other expenses incident to construction, | 27,379 19 |
| TOTAL COST OF RAILWAY OWNED, | \$383,036 35 |
| Cost of equipment: | |
| Cars and other rolling stock and vehicles, | \$58,099 53 |
| Electric equipment of same, | 42,878 01 |
| Shop tools and machinery, | 1,001 77 |
| Other items of equipment: office furniture and fixtures, | 310 37 |
| TOTAL COST OF EQUIPMENT OWNED, | 102,289 68 |
| Cost of land and buildings: | |
| Land necessary for operation of railway, | \$8,745 00 |
| Electric power stations, including equipment, Other buildings necessary for operation of railway, | 202,730 00 |
| | 14,192 35 |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | 225,667 35 |
| Other permanent property: park property, | 26,000 00 |
| TOTAL PERMANENT INVESTMENTS, | \$736,993 38 |

| | | |
|--|--------------|---------------------|
| Cash and current assets : | | |
| Cash, | \$15,275 20 | |
| Bills and accounts receivable, | 12,187 74 | |
| Other cash and current assets : | | |
| Unexpired insurance, | 1,839 15 | |
| Water rates paid in advance, | 24 50 | |
| Interest paid in advance, | 1,639 60 | |
| TOTAL CASH AND CURRENT ASSETS, | | \$30,966 19 |
| Miscellaneous assets : materials and supplies, | | 8,790 28 |
| TOTAL, | | \$776,749 85 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$295,000 00 |
| Funded debt, | | 295,000 00 |
| Current liabilities : | | |
| Loans and notes payable, | \$155,000 00 | |
| Audited vouchers and accounts, | 9,721 44 | |
| Salaries and wages, | 1,192 32 | |
| TOTAL CURRENT LIABILITIES, | | 165,913 76 |
| Accrued liabilities : | | |
| Interest accrued and not yet due, | \$4,452 49 | |
| Taxes accrued and not yet due, | 2,055 67 | |
| TOTAL ACCRUED LIABILITIES, | | 6,508 16 |
| Sinking and other special funds : injury fund, | | 1,013 11 |
| Profit and loss balance (surplus), | | 13,314 82 |
| TOTAL, | | \$776,749 85 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$295,000 00 | |
| Capital stock authorized by votes of company, | 295,000 00 | |
| Capital stock issued and outstanding, | | \$295,000 00 |
| Number of shares issued and outstanding, | 2,950 | |
| Number of stockholders, | 62 | |
| Number of stockholders in Massachusetts, | 59 | |
| Amount of stock held in Massachusetts, | \$290,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| Plymouth & Kingston Street Railway Company first mortgage bonds, | 5 | Jan. 1, 1910, . | \$35,000 | \$1,750 00 |
| Brockton & Plymouth Street Railway Company first mortgage bonds, | 4½ | Dec. 1, 1920, . | 260,000 00 | 11,700 00 |
| TOTALS, | | | \$295,000 00 | \$13,450 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 1,975,092 |
| Number carried per mile of main railway track operated, . | 89,407 |
| Number of car miles run, | 434,971 |
| Average number of persons employed, | 60 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|---------------------------------|---------------------------|------------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 10 | 10 | 10 | 32 |
| Open passenger cars, | 16 | 16 | - | 32 |
| TOTAL, | 26 | 26 | 10 | 64 |
| CARS — OTHER SERVICE. | | | | |
| Work cars, | 2 | 2 | - | 4 |
| Snow ploughs, | 3 | - | - | 1 |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Carts and snow sleds, | 2 |
| Other railway rolling stock: tower wagon, | 1 |
| Horses, | 1 |
| Other items of equipment: repair shop equipment and machinery, sand boxes, fare registers, spare armatures and track and line tools. | |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|---|---------------|
| Length of railway line, | 22.091 miles. |
| Length of sidings, switches, etc.,* | 1.964 " |
| Total, computed as single track, | 24.055 " |

Names of the several cities and towns in which the railways operated by the company are located: Plymouth, Kingston, Pembroke, Hanson and Whitman.

* Remeasured.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 2 | - | 5 | - | 7 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | 3 | - | 3 |
| TOTALS, | - | 2 | - | 8 | - | 10 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BROCKTON & PLYMOUTH STREET RAILWAY COMPANY,
PLYMOUTH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James D. Thurber, *President*, Plymouth, Mass. Charles I. Litchfield, *Vice-President*, Plymouth, Mass. A. Stuart Pratt, *Treasurer*, 84 State Street, Boston, Mass. Henry R. Hayes, *Clerk of Corporation*, 84 State Street, Boston, Mass. Stone & Webster, *General Managers*, 84 State Street, Boston, Mass. Alba H. Warren, *Resident Manager*, Plymouth, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles A. Stone, Plymouth, Mass. Charles D. Wyman, Brookline, Mass. Edwin S. Webster, Chestnut Hill, Mass. Russell Robb, Concord, Mass. Frederick S. Pratt, Newton, Mass. Charles S. Davis, Plymouth, Mass. James D. Thurber, Plymouth, Mass. Walter E. Damon, Bryantville, Mass. Charles I. Litchfield, Plymouth, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JAS. D. THURBER,
CHARLES S. DAVIS,
FRED'K S. PRATT,
EDWIN S. WEBSTER,
CHARLES D. WYMAN,
Directors.
A. STUART PRATT,
Treasurer.
ALBA H. WARREN,
Resident Manager.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. OCT. 31, 1905. Then personally appeared the above-named James D. Thurber, Alba H. Warren and Charles S. Davis, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES G. HATHAWAY,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. NOV. 2, 1905. Then personally appeared the above-named Fred'k S. Pratt, Edwin S. Webster, Charles D. Wyman and A. Stuart Pratt, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN H. OAKES,
Justice of the Peace.

REPORT

OF THE

CITIZENS' ELECTRIC STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$96,226 21 |
| Operating expenses, | 57,452 06 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$38,774 15 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$10,500 00 |
| Interest and discount on unfunded debts and loans, | 3,456 26 |
| Taxes, State and local, | \$4,104 65 |
| Taxes, commutation, | 1,893 97 |
| | 5,998 62 |
| Other deductions from income: amusements, | 569 99 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 20,524 87 |
| NET DIVISIBLE INCOME, | \$18,249 28 |
| Dividends declared (5 per cent), | 12,000 00 |
| Surplus for the year ending September 30, 1905, | \$6,249 28 |
| Amount of surplus September 30, 1904, | 24,165 33 |
| Debits to profit and loss account during the year: settlement of old accounts, | 3,330 95 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$27,083 66 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$93,952 86 |
| Receipts from carriage of mails, | 140 85 |
| Receipts from carriage of freight, | 604 82 |
| Receipts from tolls for use of tracks by other companies, | 265 71 |
| Receipts from rentals of buildings and other property, | 946 97 |
| Receipts from advertising in cars, | 315 00 |
| GROSS EARNINGS FROM OPERATION, | \$96,226 21 |

| EXPENSES OF OPERATION. | |
|--|--------------------|
| General expenses: | |
| Salaries of general officers and clerks, | \$3,327 67 |
| General office expenses and supplies, | 398 19 |
| Insurance, | 1,440 00 |
| Other general expenses: miscellaneous, | 2,433 83 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 2,933 48 |
| Repair of electric line construction, | 909 79 |
| Repair of buildings, | 464 88 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 4,433 87 |
| Repair of electric equipment of cars, | 3,731 64 |
| Transportation expenses: | |
| Cost of electric motive power, \$19,196.52; less power sold, \$1,806 16; net, | 17,390 36 |
| Wages and compensation of persons employed in conduct- ing transportation, | 16,806 50 |
| Removal of snow and ice, | 878 00 |
| Damages for injuries to persons and property, | 1,321 80 |
| Tolls for trackage over other railways, | 68 78 |
| Other transportation expenses: oil, waste, etc., | 913 27 |
| TOTAL OPERATING EXPENSES, | \$57,452 06 |

| PROPERTY ACCOUNTS. | |
|---|-------------------|
| Additions to railway: extension of tracks (additional special work), | \$923 93 |
| Additions to equipment: | |
| Additional equipment of cars, | \$576 11 |
| Other additions to equipment: registers, track gauge, etc., | 200 46 |
| TOTAL ADDITIONS TO EQUIPMENT, | 776 57 |
| Additions to land and buildings: new buildings necessary for operation of railway, | 2,598 15 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$4,298 65 |

| GENERAL BALANCE SHEET SEPTEMBER 30, 1905. | | |
|---|--------------|---------------------|
| ASSETS. | | Dr. |
| Cost of railway: | | |
| Roadbed and tracks, | \$242,191 75 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 70,970 00 | |
| Engineering and other expenses incident to construction, | 10,473 58 | |
| TOTAL COST OF RAILWAY OWNED, | | \$323,635 33 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$46,441 26 | |
| Electric equipment of same, | 41,000 38 | |
| Other items of equipment, | 10,188 40 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 97,630 04 |

| | | | |
|--|-----------|-----|--------------|
| Cost of land and buildings : | | | |
| Electric power stations, including equip- | | | |
| ment, | \$65,813 | 73 | |
| Other buildings necessary for operation of | | | |
| railway, including land, | 32,470 | 04 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, . . . | | | \$98,283 77 |
| TOTAL PERMANENT INVESTMENTS, | | | \$519,549 14 |
| Cash and current assets : | | | |
| Cash, | \$23,057 | 21 | |
| Bills and accounts receivable, | 1,925 | 55 | |
| Other cash and current assets : | | | |
| Prepaid insurance, | 1,257 | 25 | |
| Prepaid interest, | 1,373 | 43 | |
| TOTAL CASH AND CURRENT ASSETS, | | | 27,613 44 |
| Miscellaneous assets : materials and supplies, | | | 7,820 13 |
| TOTAL, | | | \$554,982 71 |
| LIABILITIES. | | CR. | |
| Capital stock, | | | \$240,000 00 |
| Funded debt, | | | 210,000 00 |
| Current liabilities : | | | |
| Loans and notes payable, | \$65,000 | 00 | |
| Audited vouchers and accounts, | 3,236 | 79 | |
| TOTAL CURRENT LIABILITIES, | | | 68,236 79 |
| Accrued liabilities : | | | |
| Interest accrued and not yet due, | \$3,663 | 64 | |
| Taxes accrued and not yet due, | 5,998 | 62 | |
| TOTAL ACCRUED LIABILITIES, | | | 9,662 26 |
| Profit and loss balance (surplus), | | | 27,083 66 |
| TOTAL, | | | \$554,982 71 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$240,000 | 00 | |
| Capital stock authorized by votes of company, | 240,000 | 00 | |
| Capital stock issued and outstanding, | | | \$240,000 00 |
| Number of shares issued and outstanding, | 2,400 | | |
| Number of stockholders, | 29 | | |
| Number of stockholders in Massachusetts, | 28 | | |
| Amount of stock held in Massachusetts, | \$233,900 | 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage gold bonds,* | Per Cent. 5 | Dec. 1, 1920, . | \$210,000 00 | \$10,500 00 |

* \$20,000 additional bonds issued, but held in treasury to provide for extension of power station in accordance with decree of the Board of Railroad Commissioners.

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 1,952,037 |
| Number carried per mile of main railway track operated, | 87,398 |
| Number of car miles run, | 352,036 |
| Average number of persons employed, | 65 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Total Pas- senger Cars. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|---------------------------------|---------------|----------------------------|---------------------------|------------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | | |
| Box passenger cars, | 10 | 4 | 14 | 10 | 10 | - |
| Open passenger cars, | 19 | 9 | 28 | 17 | - | - |
| TOTAL, | 29 | 13 | 42 | 27 | 10 | 65 |
| CARS — OTHER SERVICE. | | | | | | |
| Platform freight cars, | 1 | - | - | - | - | - |
| Work cars, | 1 | - | - | - | - | - |
| TOTAL, | 2 | - | - | - | - | - |
| Snow ploughs, | 3 | - | - | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|---|---|
| Carts and snow sleds, | 4 |
| Other highway vehicles: 1 tower wagon, | 1 |
| Horses, | 1 |
| Other items of equipment: 2 single harnesses, 1 double harness, | 4 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over Other Railways. | Total Owned, etc. |
|---|------------------|-------------------------------------|-------------------------|
| Length of railway line, | Miles. 21.767 | Miles. .568 | Miles. 22.335 |
| Length of sidings, switches, etc., | .936 | - | .936 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 22.703 | .568 | 23.271 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 1.671 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located : Newburyport, Newbury, Amesbury and Merrimac.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossing of railways with railroads at grade (1 in number), viz.:— With Boston & Maine Railroad, Purchase Street, Newburyport, . | 1 | 1 |

Number of above crossings at which *frogs* are inserted in the tracks, . 1

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 1 | - | 5 | - | 6 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | 1 | - | 1 | - |
| TOTALS, | - | 1 | 1 | 5 | 1 | 6 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CITIZENS' ELECTRIC STREET RAILWAY COMPANY.

NEWBURYPORT, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James F. Shaw, *President*, 8 Congress Street, Boston, Mass. Thomas Lahey, *Vice-President*, Haverhill, Mass. George A. Butman, *Treasurer and Clerk of Corporation*, 8 Congress Street, Boston, Mass. Orrin F. Files, *Superintendent*, Newburyport, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward P. Shaw, Newburyport, Mass. H. Fisher Eldredge, Portsmouth, N. H. William M. Butler, Edgartown, Mass. Ewen R. McPherson, Cambridge, Mass. Alexander B. Bruce, Lawrence, Mass. Charles C. Peirce, Brookline, Mass. Robert Redford, Lawrence, Mass. James F. Shaw, Manchester, Mass. Thomas Lahey, Haverhill, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

EDWARD P. SHAW.
ALEXANDER B. BRUCE,
CHAS. C. PEIRCE,
E. R. MCPHERSON,
JAS. F. SHAW,
WILLIAM M. BUTLER,
ROBERT REDFORD,
GEO. A. BUTMAN,
ORRIN F. FILES,

Directors.
Treasurer.
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 8, 1905. Then personally appeared the above-named Edward P. Shaw, Alexander B. Bruce, Chas. C. Peirce, E. R. McPherson, Jas. F. Shaw, William M. Butler, Geo. A. Butman, Robt. Redford and Orrin F. Files, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR W. CLAPP,
Justice of the Peace.

REPORT

OF THE

CONNECTICUT VALLEY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

[Formerly Northampton & Amherst Street Railway Company. Consolidation of Greenfield, Deerfield & Northampton Street Railway Company and Greenfield & Turner's Falls Street Railway Company with Northampton & Amherst Street Railway Company.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|--------------------|
| Gross earnings from operation, | \$119,803 39 |
| Operating expenses, | 87,898 57 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$31,904 82 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$16,000 00 |
| Interest and discount on unfunded debts and loans, | 4,598 18 |
| Taxes, State and local, | 2,520 71 |
| Other deductions from income: amusements (net), | 295 64 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . | 23,414 53 |
| Surplus for the year ending September 30, 1905, | \$8,490 29 |
| Amount of deficit September 30, 1904, | 3,352 57 |
| Credits to profit and loss account during the year: Greenfield & Turner's Falls Street Railway Company balance, | \$7,322 47 |
| Debits to profit and loss account during the year: | |
| Greenfield, Deerfield & Northampton Street Railway Company balance, | \$1,596 29 |
| Old accounts, | 730 65 |
| Adjustment of balances at time of consolidation, | 15 29 |
| Depreciation of construction accounts (as per Railroad Commissioners) Greenfield, Deerfield & Northampton Street Railway Company account 1903, | 10,000 00 |
| | 12,342 23 |
| NET AMOUNT DEBITED TO PROFIT AND LOSS, | 5,619 76 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$117 96 |

EARNINGS FROM OPERATION.

| | |
|--|--------------|
| Receipts from passengers carried, | \$110,433 32 |
| Receipts from carriage of mails and newspapers, | 2,129 08 |
| Receipts from carriage of express and parcels, | 1,405 12 |
| Receipts from advertising in cars (net), | 96 95 |
| Other earnings from operation: Greenfield, Deerfield & Northampton Street Railway Company passenger settlements, | 5,738 92 |
| GROSS EARNINGS FROM OPERATION, | \$119,803 39 |

EXPENSES OF OPERATION.

| | |
|---|-------------|
| General expenses: | |
| Salaries of general officers and clerks, | \$4,007 45 |
| General office expenses and supplies, | 1,805 29 |
| Legal and engineering expenses, | 663 77 |
| Insurance, | 1,917 46 |
| Other general expenses, | 95 86 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 5,657 46 |
| Repair of electric line construction, | 1,233 57 |
| Repair of buildings, | 124 19 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 3,763 18 |
| Repair of electric equipment of cars, | 3,471 68 |
| Provender and stabling for horses, | 23 80 |
| Transportation expenses: | |
| Cost of electric motive power, \$35,664.32; less power sold, \$3,711.04; net, | 31,953 28 |
| Wages and compensation of persons employed in conducting transportation, | 28,934 52 |
| Removal of snow and ice, | 849 27 |
| Damages for injuries to persons and property, | 1,406 11 |
| Rentals of buildings and other property (net), | 312 59 |
| Other transportation expenses: oil and waste (cars), \$307 58; general fuel, \$96.20; transportation expense, \$1,275.31, | 1,679 09 |
| TOTAL OPERATING EXPENSES, | \$87,898 57 |

PROPERTY ACCOUNTS.

| | |
|---|--------------|
| Additions to railway: | |
| Hadley bridge, riprap, | \$2,185 75 |
| Sprout's crossing, abolition, | 1,650 50 |
| Greenfield & Turner's Falls Street Railway Company (road and track construction), 17.681 miles, | 200,576 29 |
| Greenfield, Deerfield & Northampton Street Railway Company (road and track construction), 14.710 miles, | 256,681 17 |
| | \$461,093 71 |
| Greenfield & Turner's Falls Street Railway Company (overhead construction), 17.681 miles, | \$28,135 12 |

Additions to railway — *Concluded.*

Greenfield, Deerfield & North-
ampton Street Railway Com-
pany (overhead construction),

14.710 miles, \$30,230 39

High tension line construction, 3,040 67

\$61,406 18

TOTAL ADDITIONS TO RAILWAY,

\$522,499 89

Additions to equipment:

Additional cars (37 in number), account of
consolidation,

\$58,567 73

Electric equipment of same, account of con-
solidation,

40,172 63

Other additional rolling stock: electrical
equipment additions, flat car, etc.,

310 09

Other additions to equipment,

298 40

Sundry equipment, originally carried in in-
ventory and materials,

3,654 50

TOTAL ADDITIONS TO EQUIPMENT,

103,003 35

Additions to land and buildings:

Additional land and buildings necessary for
operation of railway (account consoli-
dation),

\$30,020 37

New electric power stations, including ma-
chinery, etc. (account consolidation),

35,207 67

Additional equipment of power stations,

40 45

Other new land necessary for operation of
railway,

273 00

TOTAL ADDITIONS TO LAND AND BUILDINGS,

65,541 49

TOTAL ADDITIONS TO PROPERTY ACCOUNTS,

\$691,044 73

Deductions from property accounts (property
sold or reduced in valuation and credited
to property accounts):

Roadway and track construction, charged to
profit and loss,

\$10,000 00

Horses, charged to inventory and then off,

320 00

TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,

10,320 00

NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,

\$680,724 73

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

ASSETS.

DR.

Cost of railway:

Roadbed and tracks,

\$699,113 21

Electric line construction, including poles,
wiring, feeder lines, etc.,

97,934 64

TOTAL COST OF RAILWAY OWNED,

\$797,047 85

Cost of equipment:

Cars and other rolling stock and vehicles,

\$88,753 69

Electric equipment of same,

68,482 72

Other items of equipment: sundry equip-
ment,

3,654 50

TOTAL COST OF EQUIPMENT OWNED,

160,890 91

| | | |
|---|--------------|----------------|
| Cost of land and buildings: | | |
| Land and buildings necessary for operation of railway, | \$40,314 97 | |
| Electric power stations, including equipment, | 74,484 52 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, . . . | | \$114,799 49 |
| TOTAL PERMANENT INVESTMENTS, | | \$1,072,738 25 |
| Cash and current assets: | | |
| Cash, | \$16,244 57 | |
| Bills and accounts receivable, | 13,746 20 | |
| Other cash and current assets: | | |
| Prepaid interest, | \$1,082 72 | |
| Prepaid insurance, | 2,252 98 | |
| | 3,335 70 | |
| TOTAL CASH AND CURRENT ASSETS, | | 33,326 47 |
| Miscellaneous assets: materials and supplies, . | \$6,182 70 | |
| Other assets and property: | | |
| Office fixtures, | \$452 00 | |
| Tools, | 1,455 00 | |
| | 1,907 00 | |
| TOTAL MISCELLANEOUS ASSETS, | | 8,089 70 |
| TOTAL, | | \$1,114,154 42 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$490,000 00 |
| Funded debt, | | 460,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$147,177 36 | |
| Audited vouchers and accounts, | 15,555 56 | |
| TOTAL CURRENT LIABILITIES, | | 162,732 92 |
| Accrued liabilities: | | |
| Interest accrued and not yet due, | \$357 99 | |
| Taxes accrued and not yet due, | 945 55 | |
| TOTAL ACCRUED LIABILITIES, | | 1,303 54 |
| Profit and loss balance (surplus), | | 117 96 |
| TOTAL, | | \$1,114,154 42 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$490,000 00 | |
| Capital stock authorized by votes of company, . | 490,000 00 | |
| Capital stock issued and outstanding, | | \$485,900 00 |
| Scrip convertible into stock, | | 4,100 00 |
| TOTAL CAPITAL STOCK LIABILITY, | | \$490,000 00 |
| Number of shares issued and outstanding, | 4,859 | |
| Number of shares issued and outstanding (stock in form of scrip), | 41 | |
| Total number of shares outstanding, ——— | | 4,900 |
| Number of stockholders, | | 207 |
| Number of stockholders in Massachusetts, . . | | 192 |
| Amount of stock held in Massachusetts, . . . | \$377,600 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| Greenfield & Turner's Falls Street Railway Company first mortgage gold bonds, | 5 | June 1, 1916, | \$82,000 00 | \$2,050 00* |
| Greenfield & Turner's Falls Street Railway Company first consolidated gold bonds, | 5 | June 1, 1923, | 48,000 00 | 1,200 00* |
| Greenfield, Deerfield & Northampton Street Railway Company first mortgage gold bonds, | 5 | July 1, 1923, | 150,000 00 | 3,750 00* |
| Northampton & Amherst Street Railway Company first mortgage gold bonds, | 5 | Sept. 1, 1920, | 180,000 00 | 9,000 00 |
| TOTALS, | | | \$460,000 00 | \$16,000 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year : prior to April 1, 1905, 383,421; after April 1, 1905, 1,988,581, | 2,372,002 |
| Number carried per mile of main railway track operated, | 52,233 |
| Number of car miles run : prior to April 1, 1905, 125,000; after April 1, 1905, 474,881, | 599,881 |
| Average number of persons employed, | 110 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Equipped with Fenders. | Equipped with Electric Heaters | Number of Motors. |
|--|------------------------------|---------------|------------------------|--------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | |
| Box passenger cars, including one combination car, | 21 | - | 21 | 21 | - |
| Open passenger cars, | 22 | - | 22 | - | - |
| TOTAL, | 43 | - | 43 | 21 | 106 |
| CARS — OTHER SERVICE. | | | | | |
| Work cars, | 5 | 3 | 5 | - | - |
| Other cars: water car, | 1 | - | 1 | - | - |
| TOTAL, | 6 | 3 | 6 | - | - |
| Snow ploughs, | 5 | - | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|---|---|
| Barges and omnibuses, | 1 |
| Carts and snow sleds, | 1 |
| Other highway vehicles: 2 wagons, buggy, tower wagon, . | 4 |
| Other items of equipment: harnesses and blankets. | |

* Previous six months paid by consolidated company.

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 45.412 miles. |
| Length of sidings, switches, etc., | 1.892 " |
| Total, computed as single track, | 47.304 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 6.020 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Montague, Greenfield, Deerfield, Whately, Hatfield, Hadley, Amherst and Northampton.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (1 in number), viz.: With Boston & Maine Railroad (Fitchburg Division), | 1 | 1 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

GENERAL REMARKS AND EXPLANATIONS.

Connecticut Valley Street Railway Company, formerly named Northampton & Amherst Street Railway Company, is consolidation of Greenfield & Turner's Falls Street Railway Company and Greenfield, Deerfield & Northampton Street Railway Company with Northampton & Amherst Street Railway Company, as per order of Railroad Commissioners, dated March 31, 1905.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 5 | - | 6 | - | 11 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | 1 | - | 1 |
| TOTALS, | - | 5 | - | 7 | - | 12 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CONNECTICUT VALLEY STREET RAILWAY COMPANY,
GREENFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frederick E. Pierce, *President*, Greenfield, Mass. Daniel P. Abercrombie, Jr., *Treasurer and Clerk of Corporation*, Greenfield, Mass. Charles W. Clapp, *Assistant Superintendent and Chief Engineer*, Northampton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward C. Crosby, *Chairman*, Brattleboro, Vt. Geo. C. Averill, Brattleboro, Vt. D. P. Abercrombie, Turner's Falls, Mass. Isaac Chenery, Montague, Mass. B. E. Cook, Northampton, Mass. W. A. Clark, Northampton, Mass. W. M. King, Northampton, Mass. H. L. Williams, Northampton, Mass. E. C. Crosby, Brattleboro, Vt. F. E. Pierce, Greenfield, Mass. M. A. Coolidge, Fitchburg, Mass. J. A. Taggart, Miller's Falls, Mass. C. W. Clapp, Northampton, Mass. D. P. Abercrombie, Jr., Turner's Falls, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

F. E. PIERCE,
EDWARD C. CROSBY,
M. A. COOLIDGE,
B. E. COOK,
WILLIAM A. CLARK,
C. W. CLAPP,
J. A. TAGGART,
D. P. ABERCROMBIE, JR.,
Directors.
D. P. ABERCROMBIE, JR.,
Treasurer.
J. A. TAGGART,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

FRANKLIN, ss. Nov. 14, 1905. Then personally appeared the above-named Edward C. Crosby and D. P. Abercrombie, Jr., and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GILBERT W. BOUKER,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

FRANKLIN, ss. Nov. 14, 1905. Then personally appeared the above-named F. E. Pierce and J. A. Taggart, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN E. DONOVAN,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE, ss. Nov. 15, 1905. Then personally appeared the above-named B. E. Cook, and made oath that the foregoing statements are true, to the best of his knowledge and belief.

EDWARD T. BARRETT,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE, ss. Nov. 15, 1905. Then personally appeared the above-named C. W. Clapp and William A. Clark, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, ERNEST W. HARDY,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. FITCHBURG, Nov. 16, 1905. Then personally appeared the above-named M. A. Coolidge, and made oath that the foregoing certificate by him subscribed, is, to the best of his knowledge and belief, true.

Before me, WILBUR B. TENNEY,
Justice of the Peace.

REPORT

OF THE

CONCORD, MAYNARD & HUDSON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|--------------------|
| Gross earnings from operation, | \$50,555 05 |
| Operating expenses, | 34,463 40 |
| GROSS INCOME ABOVE OPERATING EXPENSES, . . . | \$16,091 65 |
| Charges upon income accrued during the year : | |
| Interest on funded debt, | \$8,250 00 |
| Interest and discount on unfunded debts and loans, | 5,995 61 |
| Taxes, State and local, | \$1,331 05 |
| Taxes, commutation, | 485 69 |
| | <u>1,816 74</u> |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . | 16,062 35 |
| Surplus for the year ending September 30, 1905, | \$29 30 |
| Amount of surplus September 30, 1904, | 2,425 22 |
| Debits to profit and loss account during the year : | |
| Old bill for services, | \$600 00 |
| Loss on bills receivable, | 223 05 |
| | <u>823 05</u> |
| TOTAL DEBITS, | 823 05 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$1,631 47 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$48,697 74 |
| Receipts from carriage of mails, | 479 44 |
| Receipts from tolls for use of tracks by other companies, . | 300 45 |
| Receipts from rentals of buildings and other property, . . | 240 00 |
| Receipts from advertising in cars, | 158 32 |
| Other earnings from operation : rental cars, | 679 10 |
| GROSS EARNINGS FROM OPERATION, | \$50,555 05 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$2,159 07 |
| General office expenses and supplies, | 223 04 |

General expenses — *Concluded.*

| | |
|--|--------------------|
| Legal expenses, | \$108 75 |
| Insurance, | 1,143 70 |
| Other general expenses, | 1,561 15 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 1,277 24 |
| Repair of electric line construction, | 746 88 |
| Repair of buildings, | 61 33 |
| Maintenance of equipment: | |
| Repair of electric equipment of cars, | 1,982 81 |
| Renewal of horses, harnesses, shoeing, etc., | 2,750 73 |
| Transportation expenses: | |
| Cost of electric motive power, \$11,881.95; less power sold, \$2,037.94; net, | 9,844 01 |
| Wages and compensation of persons employed in conduct- ing transportation, | 9,157 92 |
| Removal of snow and ice, | 899 00 |
| Damages for injuries to persons and property, | 467 02 |
| Tolls for trackage over other railways, | 750 00 |
| Rentals of buildings and other property, | 24 00 |
| Other transportation expenses: | |
| Car house labor, \$716; advertising, \$31.65, | 747 65 |
| Transportation expense, \$539.10; bond premium, \$20, | 559 10 |
| TOTAL OPERATING EXPENSES, | \$34,463 40 |

PROPERTY ACCOUNTS.

| | |
|---|-------------------|
| Additions to railway: | |
| Changing poles account highway, | \$10 00 |
| Change in grade due to State highway, | 1,260 05 |
| Legal and engineering expenses account State highway, | 7 50 |
| TOTAL ADDITIONS TO RAILWAY, | \$1,277 55 |
| Additions to equipment: | |
| New motors, | \$3,827 60 |
| New signs for cars, | 6 92 |
| Sundry equipment, | 96 48 |
| TOTAL ADDITIONS TO EQUIPMENT, | 3,931 00 |
| Additions to land and buildings: new buildings necessary for operation of railway, | 93 45 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$5,302 00 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| | ASSETS. | Dr. |
|---|--------------|---------------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$169,648 79 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 31,943 54 | |
| Interest accrued during construction of rail- way, | 11,315 72 | |
| Engineering and other expenses incident to construction, | 8,527 13 | |
| TOTAL COST OF RAILWAY OWNED, | | \$221,435 18 |

| | | | |
|---|--------------|------------|---------------------|
| Cost of equipment: | | | |
| Cars and other rolling stock and vehicles, . . | \$41,736 21 | | |
| Electric equipment of same, | 42,415 75 | | |
| Other items of equipment: sundry equipment, | 1,845 81 | | |
| TOTAL COST OF EQUIPMENT OWNED, | | | \$85,997 77 |
| Cost of land and buildings: | | | |
| Land necessary for operation of railway, . . | \$15,498 46 | | |
| Electric power stations, including equipment, . | 74,274 27 | | |
| Other buildings necessary for operation of railway, | 18,666 61 | | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, . . | | | 108,439 34 |
| TOTAL PERMANENT INVESTMENTS, | | | \$415,872 29 |
| Cash and current assets: | | | |
| Cash, | \$4,629 27 | | |
| Bills and accounts receivable, | 7,186 76 | | |
| Other cash and current assets: | | | |
| Prepaid interest, | 1,400 55 | | |
| Prepaid insurance, | 1,038 19 | | |
| TOTAL CASH AND CURRENT ASSETS, | | | 14,254 77 |
| Miscellaneous assets: materials and supplies, . | | | 11,800 57 |
| TOTAL, | | | \$441,927 63 |
| LIABILITIES. | | CR. | |
| Capital stock, | | | \$175,000 00 |
| Funded debt, | | | 165,000 00 |
| Current liabilities: | | | |
| Loans and notes payable, | \$96,300 00 | | |
| Audited vouchers and accounts, | 1,933 66 | | |
| TOTAL CURRENT LIABILITIES, | | | 98,233 66 |
| Accrued liabilities: interest accrued and not yet due, . . | | | 2,062 50 |
| Profit and loss balance (surplus), | | | 1,631 47 |
| TOTAL, | | | \$441,927 63 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$175,000 00 | | |
| Capital stock authorized by votes of company, | 175,000 00 | | |
| Capital stock issued and outstanding, | | | \$175,000 00 |
| Number of shares issued and outstanding, | 1,750 | | |
| Number of stockholders, | 95 | | |
| Number of stockholders in Massachusetts, | 93 | | |
| Amount of stock held in Massachusetts, | \$173,500 00 | | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--------------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage gold bonds, | Per Cent. 5 | July 1, 1922, | \$165,000 00 | \$8,250 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 989,265 |
| Number carried per mile of main railway track operated, . | 77,166 |
| Number of car miles run, | 237,163 |
| Average number of persons employed, | 30 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|---------------------------------|---------------------------|------------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 9 | 9 | 9 | 36 |
| Open passenger cars, | 7 | 7 | - | 28 |
| TOTAL, | 16 | 16 | 9 | 64 |
| CARS — OTHER SERVICE. | | | | |
| Work cars, | 1 | 1 | - | 2 |
| Snow ploughs, | 2 | - | - | 4 |

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Held under Lease or Contract. | Total Owned, Leased, etc. |
|--|--------|-------------------------------------|---------------------------------|
| | Miles. | Miles. | Miles. |
| Length of railway line, | 12.470 | .350 | 12.820 |
| Length of sidings, switches, etc., | .600 | - | .600 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 13.070 | .350 | 13.420 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 1.740 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Concord, Acton, Maynard, Stow and Hudson.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (2 in number), viz.: | | |
| With Fitchburg Division, Boston & Maine Railroad, at Maynard, . | 2 | 1 |
| With New York, New Haven & Hartford Railroad, at Concord Junction, | 2 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 4 | 2 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 2

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | 2 | - | 2 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | 2 | - | 2 | - |
| TOTALS, | - | - | 2 | 2 | 2 | 2 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CONCORD, MAYNARD & HUDSON STREET RAILWAY COMPANY,
MAYNARD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles H. Persons, *President*, Maynard, Mass. Henry Tower, *Treasurer*,
Hudson, Mass. John W. Ogden, *Clerk of Corporation and Superintendent*,
Maynard, Mass. W. R. Dame, *General Counsel*, Clinton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles H. Persons, Maynard, Mass. Julius Loewe, Maynard, Mass. John
W. Ogden, Maynard, Mass. Henry Tower, Hudson, Mass. Eugene H.
Mather, Portland, Me. Walter R. Dame, Clinton, Mass. Jerome Marble,
Worcester, Mass. Charles W. Shippee, Milford, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES H. PERSONS,
WALTER R. DAME,
JOHN W. OGDEN,
HENRY TOWER,
CHAS. W. SHIPPEE,
JULIUS LOEWE,
Directors.
HENRY TOWER,
Treasurer.
JOHN W. OGDEN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. OCT. 30, 1905. Then personally appeared the above-named Charles H. Persons, Walter R. Dame, John W. Ogden, Henry Tower, Chas. W. Shippee and Julius Loewe, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEORGE F. HOWLAND,
Notary Public.

REPORT

OF THE

CONWAY ELECTRIC STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------------|
| Gross earnings from operation, | \$8,922 09 |
| Operating expenses, | 8,071 42 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$850 67 |
| Charges upon income accrued during the year: . | |
| Interest on funded debt, | \$1,750 00 |
| Interest and discount on unfunded debts and loans, | 2,640 19 |
| Taxes, State and local, | 331 32 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . | 4,721 51 |
| Deficit for the year ending September 30, 1905, | \$3,870 84 |
| Amount of deficit September 30, 1904, | 1,018 75 |
| TOTAL DEFICIT SEPTEMBER 30, 1905, | \$4,889 59 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$2,934 49 |
| Receipts from carriage of mails, | 371 24 |
| Receipts from carriage of express and parcels, | 433 14 |
| Receipts from carriage of freight, | 5,037 00 |
| Other earnings from operation: from lights receipts (net), . | 146 22 |
| GROSS EARNINGS FROM OPERATION, | \$8,922 09 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$430 11 |
| General office expenses and supplies, | 373 98 |
| Maintenance of roadway and buildings: repair of roadbed and track, | 1,872 31 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 1,199 06 |
| Repair of electric equipment of cars, | 166 43 |

| | | |
|---|-------------|---------------------|
| Transportation expenses: | | |
| Cost of electric motive power, | | \$1,183 58 |
| Wages and compensation of persons employed in conducting transportation, | | 2,720 95 |
| Rentals of buildings and other property, | | 125 00 |
| TOTAL OPERATING EXPENSES, | | \$8,071 42 |
| PROPERTY ACCOUNTS. | | |
| Additions to railway: legal expenses, | | \$774 84 |
| Additions to other permanent property: purchase of land and water power from Conway Electric Light and Power Company, | | 80,354 22 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$81,129 06 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1905. | | |
| ASSETS. | | DR. |
| Cost of railway: | | |
| Roadbed and tracks, | \$56,154 83 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 6,809 76 | |
| Interest accrued during construction of railway, | 521 51 | |
| Engineering and other expenses incident to construction (legal expenses), | 10,512 08 | |
| TOTAL COST OF RAILWAY OWNED, | | \$73,998 18 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$6,203 84 | |
| Electric equipment of same, | 4,792 95 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 10,996 79 |
| Cost of land and buildings: | | |
| Electric power stations, including equipment, | \$8,853 04 | |
| Other buildings necessary for operation of railway, | 604 17 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 9,457 21 |
| Other permanent property: | | |
| Water power, | \$80,354 22 | |
| Laidley land, | 2,200 00 | |
| TOTAL COST OF OTHER PERMANENT PROPERTY OWNED, | | 82,554 22 |
| TOTAL PERMANENT INVESTMENTS, | | \$177,006 40 |
| Cash and current assets: | | |
| Cash, | \$50 62 | |
| Bills and accounts receivable, | 3,744 14 | |
| TOTAL CASH AND CURRENT ASSETS, | | 3,794 76 |
| Miscellaneous assets: materials and supplies, | | 208 27 |
| Profit and loss balance (deficit), | | 4,889 59 |
| TOTAL, | | \$185,899 02 |

| LIABILITIES. | | CR. | |
|--|--------------|-----|--------------|
| Capital stock, | | | \$99,950 00 |
| Funded debt, | | | 35,000 00 |
| Real estate mortgages, | | | 10,000 00 |
| Current liabilities; | | | |
| Loans and notes payable, | \$37,550 00 | | |
| Audited vouchers and accounts, | 2,732 62 | | |
| TOTAL CURRENT LIABILITIES, | | | 40,282 62 |
| Accrued liabilities: interest accrued and not yet due, | | | 666 40 |
| TOTAL, | | | \$185,899 02 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$100,000 00 | | |
| Capital stock authorized by votes of company, | 100,000 00 | | |
| Capital stock issued and outstanding, | | | \$99,900 00 |
| Amount paid in on one share not yet issued, | | | 50 00 |
| TOTAL CAPITAL STOCK LIABILITY, | | | \$99,950 00 |
| Number of shares issued and outstanding, | 999 | | |
| Number of stockholders, | 97 | | |
| Number of stockholders in Massachusetts, | 93 | | |
| Amount of stock held in Massachusetts, | \$94,850 00 | | |

REAL ESTATE MORTGAGES.

| DESCRIPTION OF MORTGAGED PROPERTY. | Rate of Interest. | Mortgage when Due. | Amount. | Interest Paid during the Year. |
|------------------------------------|-------------------|--------------------|-------------|--------------------------------|
| | Per Cent. | | | |
| Power plant, | 5 | Jan. 1, 1924, | \$10,000 00 | \$500 00 |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| First mortgage bonds, | 5 | Jan. 1, 1924, | \$35,000 00 | \$1,750 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|--------|
| Number of passengers paying revenue carried during the year, | 58,690 |
| Number carried per mile of main railway track operated, | 9,931 |
| Number of car miles run, | 30,448 |
| Average number of persons employed, | 5 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Total Passenger Cars. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|------------------------------|---------------|-----------------------|---------------------------------|-------------------|
| CARS—PASSENGER SERVICE. | | | | | |
| Box passenger cars, | 3 | - | 3 | 3 | 6 |
| Open passenger cars, | 1 | 1 | 2 | - | 2 |
| TOTAL, | 4 | 1 | 5 | 3 | 8 |
| CARS—OTHER SERVICE. | | | | | |
| Box freight cars, | - | 4 | - | - | - |
| Platform freight cars, | - | 5 | - | - | - |
| Work cars, | - | 1 | - | - | - |
| TOTAL, | - | 10 | - | - | - |
| Snow ploughs, | 1 | - | - | - | 2 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|--------------|
| Length of railway line, | 5.910 miles. |
| Length of sidings, switches, etc., | .520 " |
| Total, computed as single track, | 6.430 " |

Names of the several cities and towns in which the railways operated by the company are located: Conway and Deerfield.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CONWAY ELECTRIC STREET RAILWAY COMPANY,

CONWAY, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John B. Packard, *President*, Conway, Mass. Arthur C. Guilford, *Treasurer*, Conway, Mass. John B. Laidley, *Clerk of Corporation and General Manager*, Conway, Mass. A. P. Delabarre, *Auditor*, Conway, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John B. Packard, Conway, Mass. Emery Brown, Conway, Mass. Charles Parsons, Conway, Mass. Arthur P. Delabarre, Conway, Mass. Fred A. Delabarre, Conway, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

J. B. PACKARD,
FRED A. DELABARRE,
A. P. DELABARRE,
E. BROWN, *Directors.*
A. C. GUILFORD, *Treasurer.*
JOHN B. LAIDLEY,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

FRANKLIN, SS. CONWAY, Nov. 28, 1905. Then personally appeared the above-named J. B. Packard, Fred A. Delabarre, A. P. Delabarre, E. Brown, A. C. Guilford and John B. Laidley, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDWIN T. COOK,
Notary Public.

REPORT

OF THE

COTTAGE CITY & EDGARTOWN TRACTION COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|------------|
| Gross earnings from operation, | \$5,813 90 |
| Operating expenses, | 4,389 33 |
| GROSS INCOME ABOVE OPERATING EXPENSES, . . . | \$1,424 57 |
| Charges upon income accrued during the year: | |
| Interest and discount on unfunded debts and loans, | \$150 00 |
| Taxes, State and local, | 121 21 |
| Rentals of leased railways: paid Martha's Vineyard Street Railway Company for lease of its road, | 280 00 |
| Other deductions from income: payment on note, | 700 00 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . | 1,251 21 |
| Surplus for the year ending September 30, 1905, | \$173 36 |
| Amount of deficit September 30, 1904, | 58 17 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$115 19 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$5,813 90 |
| GROSS EARNINGS FROM OPERATION, | \$5,813 90 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| General office expenses and supplies, | \$303 75 |
| Insurance, | 68 40 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 1,049 06 |
| Repair of electric line construction, | 291 50 |
| Repair of buildings, | 77 28 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 22 94 |
| Repair of electric equipment of cars, | 220 41 |

| | | |
|--|-------------|-------------|
| Transportation expenses: | | |
| Cost of electric motive power, | | \$1,022 78 |
| [Wages and compensation of persons employed in conducting transportation, | | 1,333 21 |
| TOTAL OPERATING EXPENSES, | | \$4,389 33 |
| PROPERTY ACCOUNTS. | | |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): taken from cost of roadbed, | | \$700 00 |
| NET REDUCTION FROM PROPERTY ACCOUNTS FOR THE YEAR, | | \$700 00 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1905. | | |
| ASSETS. | | DR. |
| Cost of railway: | | |
| Roadbed and tracks, | \$39,724 13 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 6,000 00 | |
| TOTAL COST OF RAILWAY OWNED, | | \$45,724 13 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$6,500 00 | |
| Electric equipment of same, | 3,517 48 | |
| Other items of equipment, | 733 61 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 10,751 09 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$2,500 00 | |
| Electric power stations, including equipment, | 1,083 85 | |
| Other buildings necessary for operation of railway, | 1,161 75 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 4,745 60 |
| TOTAL PERMANENT INVESTMENTS, | | \$61,220 82 |
| Cash and current assets: | | |
| Cash, | \$511 36 | |
| Bills and accounts receivable, | 1,500 00 | |
| TOTAL CASH AND CURRENT ASSETS, | | 2,011 36 |
| Miscellaneous assets: materials and supplies, | | 383 01 |
| TOTAL, | | \$63,615 19 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$60,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$1,800 00 | |
| Audited vouchers and accounts, | 1,700 00 | |
| TOTAL CURRENT LIABILITIES, | | 3,500 00 |
| Profit and loss balance (surplus), | | 115 19 |
| TOTAL, | | \$63,615 19 |

| CAPITAL STOCK. | | |
|---|-------------|-------------|
| Capital stock authorized by law, | \$60,000 00 | |
| Capital stock authorized by votes of company, | 60,000 00 | |
| Capital stock issued and outstanding, | | \$60,000 00 |
| Number of shares issued and outstanding, | 600 | |
| Number of stockholders, | 10 | |
| Number of stockholders in Massachusetts, | 10 | |
| Amount of stock held in Massachusetts, | \$60,000 00 | |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 116,278 |
| Number carried per mile of main railway track operated, | 18,028 |
| Number of car miles run, | 20,979 |
| Average number of persons employed, | 10 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Number of Motors. |
|--------------------------------|---------------------------------|---------------|-------------------|
| CARS—PASSENGER SERVICE. | | | |
| Box passenger cars, | 2 | - | - |
| Open passenger cars, | 4 | - | - |
| TOTAL, | 6 | - | 8 |
| CARS—OTHER SERVICE. | | | |
| Work cars, | - | 1 | - |
| Other cars, | - | 1 | - |
| TOTAL, | - | 2 | - |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Other items of equipment: 1 tower wagon, | 1 |
|--|---|

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Held under Lease or Contract. | Total Owned, Leased, etc. |
|--|-----------------|-------------------------------------|---------------------------------|
| Length of railway line, | Miles. 5.350 | Miles. 1.100 | Miles. 6.450 |
| Length of sidings, switches, etc., | .500 | - | .500 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 5.850 | 1.100 | 6.950 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|---------|
| Length of railway line, | 1 mile. |
|-----------------------------------|---------|

Names of the several cities and towns in which the railways operated by the company are located : Cottage City and Tisbury.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

COTTAGE CITY & EDGARTOWN TRACTION COMPANY,
COTTAGE CITY, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Andrew A. Highlands, *President and General Counsel*, 15 State Street, Boston, Mass. Charles Jackson, *Vice-President*, 19 Congress Street, Boston, Mass. Allen A. Brown, *Treasurer and Clerk of Corporation*, 30 Kilby Street, Boston, Mass. Edwin R. Frasier, *General Manager and Superintendent*, Cottage City, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Allen A. Brown, Boston, Mass. Charles Jackson, Boston, Mass. Andrew A. Highlands, Brookline, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ANDREW A. HIGHLANDS,
ALLEN A. BROWN, *Directors.*
ALLEN A. BROWN, *Treasurer.*
EDWIN R. FRASIER, *Superintendent.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 18, 1905. Then personally appeared the above-named Andrew A. Highlands, Allen A. Brown and Edwin R. Frasier, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT GARCEAU,
Notary Public.

REPORT

OF THE

DARTMOUTH & WESTPORT STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|--------------|
| Gross earnings from operation, | \$154,499 46 |
| Operating expenses, | 101,825 42 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$52,674 04 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$4,500 00 |
| Taxes, State and local, | \$3,972 31 |
| Taxes, commutation, | 2,786 86 |
| | 6,759 17 |
| Payments to sinking and other special funds: | |
| reserve for depreciation, | 1,500 00 |
| Other deductions from income: Lincoln Park expenses, | 2,210 61 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 14,969 78 |
| NET DIVISIBLE INCOME, | \$37,704 26 |
| Dividends declared (8 per cent), | 12,000 00 |
| Surplus for the year ending September 30, 1905, | \$25,704 26 |
| Amount of surplus September 30, 1904, | 49,979 64 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$75,683 90 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$137,706 41 |
| Receipts from carriage of mails, | 1,308 00 |
| Receipts from carriage of freight, | 15,152 55 |
| Receipts from advertising in cars, | 332 50 |
| GROSS EARNINGS FROM OPERATION, | \$154,499 46 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$4,187 37 |
| General office expenses and supplies, | 309 20 |
| Legal expenses, | 5 00 |

General expenses — *Concluded.*

| | |
|--|---------------------|
| Insurance, | \$1,427 34 |
| Other general expenses, | 758 71 |
| Engineering, | 14 50 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 2,028 95 |
| Repair of electric line construction, | 221 54 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 6,807 24 |
| Repair of electric equipment of cars, | 1,943 01 |
| Transportation expenses: | |
| Wages and compensation of persons employed in conducting transportation, | 21,227 13 |
| Removal of snow and ice, | 625 38 |
| Damages for injuries to persons and property, | 4,902 59 |
| Tolls for trackage over other railways, | 43,637 36 |
| Rentals of buildings and other property, | 661 64 |
| Other transportation expenses, | 13,068 46 |
| TOTAL OPERATING EXPENSES, | \$101,825 42 |

PROPERTY ACCOUNTS.

| | | |
|--|--------------|---------------------|
| Additions to railway: | | |
| Extension of tracks (length, 33,517 feet), . . | \$105,449 79 | |
| New electric line construction (length, 33,517 feet), | 15,223 14 | |
| TOTAL ADDITIONS TO RAILWAY, | | \$120,672 93 |
| Additions to equipment: | | |
| Additional cars, | \$193 64 | |
| Electric equipment of same, | 4,198 23 | |
| TOTAL ADDITIONS TO EQUIPMENT, | | 4,391 87 |
| Additions to land and buildings: new buildings necessary for operation of railway, | 1,444 52 | |
| Additions to other permanent property: Lincoln Park, | 7,992 00 | |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$134,501 32 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): electric line construction, | | 68 66 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | | \$134,432 66 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | | DR. |
|--|--------------|---------------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$206,153 34 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 91,582 21 | |
| Interest accrued during construction of railway, | 1,478 08 | |
| TOTAL COST OF RAILWAY OWNED, | | \$299,213 63 |

| | | |
|--|--------------|---------------------|
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$63,007 83 | |
| Electric equipment of same, | 51,467 88 | |
| Other items of equipment: registers, | 475 00 | |
| TOTAL COST OF EQUIPMENT OWNED, | | \$114,950 71 |
| Cost of land and buildings: buildings necessary for operation of railway, | | 2,028 35 |
| Other permanent property: Lincoln Park, | | 20,366 50 |
| TOTAL PERMANENT INVESTMENTS, | | \$436,559 19 |
| Cash and current assets: | | |
| Cash, | \$666 69 | |
| Bills and accounts receivable, | 1,719 68 | |
| Other cash and current assets: prepaid insurance premium, | 427 72 | |
| TOTAL CASH AND CURRENT ASSETS, | | 2,814 09 |
| Miscellaneous assets: materials and supplies, | | 2,413 59 |
| TOTAL, | | \$441,786 87 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$150,000 00 |
| Funded debt, | | 90,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$80,005 66 | |
| Audited vouchers and accounts, | 22,567 40 | |
| Miscellaneous current liabilities: outstanding tickets, | 262 54 | |
| TOTAL CURRENT LIABILITIES, | | 102,835 60 |
| Accrued liabilities: taxes accrued and not yet due, | | 6,958 35 |
| Sinking and other special funds: reserve for depreciation, | | 16,309 02 |
| Profit and loss balance (surplus), | | 75,683 90 |
| TOTAL, | | \$441,786 87 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$150,000 00 | |
| Capital stock authorized by votes of company, | 150,000 00 | |
| Capital stock issued and outstanding, | | \$150,000 00 |
| Number of shares issued and outstanding, | 1,500 | |
| Number of stockholders, | 74 | |
| Number of stockholders in Massachusetts, | 65 | |
| Amount of stock held in Massachusetts, | \$77,700 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| First mortgage coupon (may be registered) 20-year gold bonds, | 5 | April 1, 1915, | \$90,000 00 | \$4,500 00 |

SINKING AND OTHER SPECIAL FUNDS.

| | |
|--|--------------------|
| Amount September 30, 1904, of reserve for depreciation fund, | \$13,200 00 |
| Additions during the year to reserve for depreciation fund, . | 3,109 02 |
| TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1905, | \$16,309 02 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 2,742,792 |
| Number carried per mile of main railway track operated, . | 97,421 |
| Number of car miles run, | 395,926 |
| Average number of persons employed, | 100 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|------------------------------|---------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | |
| Box passenger cars, | 11 | - | 11 | 11 | - |
| Open passenger cars, | 12 | - | 12 | - | - |
| TOTAL, | 23 | - | 23 | 11 | 108 |
| CARS — OTHER SERVICE. | | | | | |
| Box freight cars, | 2 | - | - | - | - |
| Work cars, | 1 | 6 | - | - | - |
| TOTAL, | 3 | 6 | - | - | - |
| Snow ploughs, | 2 | - | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Other railway rolling stock: track velocipede, | 1 |
| Other items of equipment: track and station tools. | |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owued. | Trackage over Other Railways. | Total Owued, etc. |
|---|---------------|-------------------------------|-------------------|
| | Miles. | Miles. | Miles. |
| Length of railway line, | 9.250 | 7.640 | 16.890 |
| Length of second main track, | 6.730 | 4.534 | 11.264 |
| TOTAL LENGTH OF MAIN TRACK, | 15.980 | 12.174 | 28.154 |
| Length of sidings, switches, etc., | .104 | .512 | .616 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 16.084 | 12.686 | 28.770 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|------------|
| Length of railway line, | .212 mile. |
|-----------------------------------|------------|

Names of the several cities and towns in which the railways operated by the company are located: New Bedford, Dartmouth, Westport and Fall River.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (1 in number), viz.:— With New York, New Haven & Hartford Railroad, Eastern District, Taunton Division, at North Westport, | 1 | 1 |

Number of above crossings at which *frogs* are inserted in the tracks, . 1

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 1 | - | 2 | - | 3 |
| Employees, | - | - | - | 1 | - | 1 |
| Other persons, | - | - | - | - | - | - |
| TOTALS, | - | 1 | - | 3 | - | 4 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

DARTMOUTH & WESTPORT STREET RAILWAY COMPANY,
7 PURCHASE STREET, NEW BEDFORD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry H. Crapo, *President*, New Bedford, Mass. Thomas B. Tripp, *Vice-President*, New Bedford, Mass. Elton S. Wilde, *Treasurer*, New Bedford, Mass. Robert S. Goff, *Clerk of Corporation*, Boston, Mass. Edward E. Potter, *Superintendent*, New Bedford, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry H. Crapo, New Bedford, Mass. Thomas B. Tripp, New Bedford, Mass. Edward S. Brown, New Bedford, Mass. Clarence A. Cook, New Bedford, Mass. Antone L. Sylvia, New Bedford, Mass. Robert S. Goff, Fall River, Mass. Bradford D. Davol, Fall River, Mass. Walter P. Winsor, Fairhaven, Mass. Oliver Prescott, Jr., Dartmouth, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HENRY H. CRAPO,
THOMAS B. TRIPP,
E. S. BROWN,
W. P. WINSOR,
ROBERT S. GOFF,
ANTONE L. SYLVIA,
CLARENCE A. COOK,

Directors.

ELTON S. WILDE,

Treasurer.

EDWARD E. POTTER,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. NOV. 2, 1905. Then personally appeared the above-named Henry H. Crapo, Thomas B. Tripp, E. S. Brown, W. P. Winsor, Robert S. Goff, Antone L. Sylvia, Clarence A. Cook, Elton S. Wilde and Edward E. Potter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ISAAC W. PHELPS,

Justice of the Peace.

REPORT

OF THE

DEDHAM & FRANKLIN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

[Purchaser of the Norfolk Western at receivers' sale. Operations from October 1, 1904.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$22,719 29 |
| Operating expenses, | 20,784 45 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$1,934 84 |
| Charges upon income accrued during the year : | |
| Interest on funded debt, | \$8,333 33 |
| Interest and discount on unfunded debts and loans, | 363 50 |
| Taxes, State and local, | \$180 25 |
| Taxes, commutation, | 201 09 |
| | 381 34 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 9,078 17 |
| Deficit for the year ending September 30, 1905, | \$7,143 33 |
| TOTAL DEFICIT SEPTEMBER 30, 1905, | \$7,143 33 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$22,427 04 |
| Receipts from carriage of mails, | 150 00 |
| Receipts from advertising in cars, | 87 50 |
| Other earnings from operation : chartered cars, | 54 75 |
| GROSS EARNINGS FROM OPERATION, | \$22,719 29 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$677 85 |
| General office expenses and supplies, | 105 19 |
| Legal expenses, | 1,140 33 |
| Insurance, | 359 22 |
| Other general expenses : | |
| Advertising, | 13 50 |
| Miscellaneous general expenses, | 884 35 |

| | |
|--|--------------------|
| Maintenance of roadway and buildings : | |
| Repair of roadbed and track, | \$363 61 |
| Repair of electric line construction, | 80 10 |
| Repair of buildings, | 141 85 |
| Maintenance of equipment : | |
| Repair of cars and other vehicles, | 1,105 54 |
| Repair of electric equipment of cars, | 1,550 94 |
| Renewal of tools and machinery, | 24 98 |
| Transportation expenses : | |
| Cost of electric motive power, | 6,725 94 |
| Wages and compensation of persons employed in conducting transportation, | 6,232 03 |
| Removal of snow and ice, | 406 72 |
| Damages for injuries to persons and property, | 2 00 |
| Other transportation expenses : | |
| Car service expenses and supplies, | 270 79 |
| Cleaning, oiling and sanding tracks, | 699 51 |
| TOTAL OPERATING EXPENSES, | \$20,784 45 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | | Dr. |
|--|-------------|---------------------|
| Cost of railway : | | |
| Roadbed and tracks, | \$95,054 71 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 21,979 24 | |
| TOTAL COST OF RAILWAY OWNED, | | \$117,033 95 |
| Cost of equipment : | | |
| Cars and other rolling stock and vehicles, | \$13,524 12 | |
| Electric equipment of same, | 7,125 45 | |
| Other items of equipment: office furniture, | 369 74 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 21,019 31 |
| Cost of land and buildings : | | |
| Land necessary for operation of railway, | \$806 25 | |
| Electric power stations, including equipment, | 13,250 00 | |
| Other buildings necessary for operation of railway, | 22,190 49 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 36,246 74 |
| TOTAL PERMANENT INVESTMENTS, | | \$174,300 00 |
| Cash and current assets : | | |
| Cash, | \$227 65 | |
| Bills and accounts receivable, | 100 05 | |
| Other cash and current assets: prepaid insurance, | 283 83 | |
| TOTAL CASH AND CURRENT ASSETS, | | 611 53 |
| Miscellaneous assets: materials and supplies, | | 787 89 |
| Profit and loss balance (deficit), | | 7,143 33 |
| TOTAL, | | \$182,842 75 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$75,000 00 |
| Funded debt, | | 100,000 00 |

| | | |
|---|------------|---------------------|
| Current liabilities: | | |
| Loans and notes payable, | \$5,100 00 | |
| Audited vouchers and accounts, | 1,813 42 | |
| Miscellaneous current liabilities: outstanding tickets, | 44 51 | |
| TOTAL CURRENT LIABILITIES, | | \$6,957 93 |
| Accrued liabilities: interest accrued and not yet due, | | 884 82 |
| TOTAL, | | \$182,842 75 |

| | | |
|---|-------------|-------------|
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$75,000 00 | |
| Capital stock authorized by votes of company, | 75,000 00 | |
| Capital stock issued and outstanding, | | \$75,000 00 |
| Number of shares issued and outstanding, | 750 | |
| Number of stockholders, | 7 | |
| Number of stockholders in Massachusetts, | 7 | |
| Amount of stock held in Massachusetts, | \$75,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--------------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage gold bonds, | Per Cent. 5 | Aug. 1, 1919, | \$100,000 00 | \$7,500 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 463,480 |
| Number carried per mile of main railway track operated, | 51,049 |
| Number of car miles run, | 126,086 |
| Average number of persons employed, | 16 |
| Company commenced operation October 1, 1904. | |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Total Passenger Cars. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|-----------------------------------|------------------------------|---------------|-----------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | | |
| Box passenger cars, | 5 | 5 | 10 | 5 | 5 | - |
| Open passenger cars, | 3 | - | 3 | 3 | - | - |
| TOTAL, | 8 | 5 | 13 | 8 | 5 | 12 |
| CARS — OTHER SERVICE. | | | | | | |
| Other cars (water car), | 1 | - | - | - | - | - |
| Snow ploughs, | 2 | - | - | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|---|---|
| Highway vehicles : | |
| Tower wagon, | 1 |
| Tip cart, | 1 |
| Other items of equipment: double harness, | 1 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|--------------|
| Length of railway line, | 9.079 miles. |
| Length of sidings, switches, etc., | .371 " |
| Total, computed as single track, | 9.450 " |

Names of the several cities and towns in which the railways operated by the company are located: Dedham, Westwood, Dover, Walpole and Medfield.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | - | - | - |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | 1 | - | 1 |
| TOTALS, | - | - | - | 1 | - | 1 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

DEDHAM & FRANKLIN STREET RAILWAY COMPANY,
WESTWOOD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Fred. S. Gore, *President*, 54 Kilby Street, Boston, Mass. Edward E. Blodgett, *Vice-President*, 28 State Street, Boston, Mass. Charles N. Chase, *Treasurer and Clerk of Corporation*, 28 State Street, Boston, Mass. Ezra E. Savage, *Superintendent*, Westwood, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Fred. S. Gore, Dorchester, Mass. John R. Graham, Quincy, Mass. Edward E. Blodgett, Brookline, Mass. Hiram M. Burton, Winchester, Mass. James A. Fitton, Dorchester, Mass. Robert E. Goodwin, Concord, Mass. Charles N. Chase, Stoughton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FRED. S. GORE,
ROBERT E. GOODWIN,
JAMES A. FITTON,
CHARLES N. CHASE,

Directors.

CHARLES N. CHASE,

Treasurer.

EZRA E. SAVAGE,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 13, 1905. Then personally appeared the above-named Fred. S. Gore, Robert E. Goodwin, James A. Fitton, Charles N. Chase and Ezra E. Savage, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FREDERICK W. EATON,

Justice of the Peace.

REPORT

OF THE

EAST MIDDLESEX STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

[Leased to and operated by the Boston & Northern.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|---------------------|
| Rental received from lease of railway, | \$30,000 00 |
| Income from other sources : interest, | 37 94 |
| GROSS INCOME, | \$30,037 94 |
| Dividends declared (10 per cent), | 29,770 00 |
| Surplus for the year ending September 30, 1905, | \$267 94 |
| Amount of deficit September 30, 1904, | 10,738 43 |
| TOTAL DEFICIT SEPTEMBER 30, 1905, | \$10,470 49 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1905. | |
| ASSETS. | Dr. |
| Cost of railway, | \$344,518 03 |
| Cost of equipment, | 102,105 79 |
| Cost of land and buildings, | 58,662 11 |
| TOTAL PERMANENT INVESTMENTS, | \$505,285 93 |
| Cash and current assets : cash, | 1,731 58 |
| Miscellaneous assets : office furniture, | 222 00 |
| Profit and loss balance (deficit), | 10,470 49 |
| TOTAL, | \$517,710 00 |
| LIABILITIES. | Cr. |
| Capital stock, | \$297,700 00 |
| Funded debt, | 220,000 00 |
| Current liabilities : dividends not called for, | 10 00 |
| TOTAL, | \$517,710 00 |

CAPITAL STOCK.

| | | |
|---|--------------|--------------|
| Capital stock authorized by law, | \$300,000 00 | |
| Capital stock authorized by votes of company, | 300,000 00 | |
| Capital stock issued and outstanding, | | \$297,700 00 |
| Number of shares issued and outstanding, | 2,977 | |
| Number of stockholders, | 115 | |
| Number of stockholders in Massachusetts, | 100 | |
| Amount of stock held in Massachusetts, | \$261,800 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|------------------------|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| Plain bonds, | 5 | Sept. 1, 1918, | \$120,000 00 | \$6,000 00* |
| Plain bonds, | 4 | Jan. 1, 1922, | 100,000 00 | 4,000 00* |
| TOTALS, | | | \$220,000 00 | \$10,000 00 |

RAILWAY OWNED.

| | |
|--|---------------|
| Length of railway line, | 16.009 miles. |
| Length of second main track, | 2.582 " |
| Total length of main track, | 18.591 " |
| Length of sidings, switches, etc., | .803 " |
| Total, computed as single track, | 19.394 " |

Names of the several cities and towns in which the railway owned by the company is located: Woburn, Stoneham, Melrose, Malden, Revere and Saugus.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

EAST MIDDLESEX STREET RAILWAY COMPANY,

ROOM 803, 60 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John S. Bartlett, *President*, 53 State Street, Boston, Mass. Charles H. Newhall, *Vice-President*, Lynn, Mass. E. Francis Oliver, *Treasurer and Clerk of Corporation*, 60 State Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John S. Bartlett, Lynn, Mass. Charles H. Newhall, Lynn, Mass. Amos F. Breed, Lynn, Mass. Elwin C. Foster, New Orleans, La. Frank H. Monks, Brookline, Mass. Bentley W. Warren, Williamstown, Mass.

* Paid by lessee.

We hereby certify that the statements contained in the foregoing report are full, just and true.

J. S. BARTLETT,
CHARLES H. NEWHALL,
BENTLEY W. WARREN,
AMOS F. BREED,

Directors.

E. FRANCIS OLIVER,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 13, 1905. Then personally appeared the above-named Bentley W. Warren, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

IRVIN McDOWELL GARFIELD,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 17, 1905. Then personally appeared the above-named J. S. Bartlett, Charles H. Newhall, Amos F. Breed and E. Francis Oliver, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES A. STONE,

Justice of the Peace.

REPORT

OF THE

EAST TAUNTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$33,721 56 |
| Operating expenses, | 22,097 60 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$11,623 96 |
| Charges upon income accrued during the year : | |
| Interest on funded debt, | \$2,250 00 |
| Interest and discount on unfunded debts and loans, | 52 07 |
| Taxes, commutation, | 2,289 28 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 4,591 35 |
| NET DIVISIBLE INCOME, | \$7,032 61 |
| Dividends declared (5 per cent), | 5,500 00 |
| Surplus for the year ending September 30, 1905, | \$1,532 61 |
| Amount of surplus September 30, 1904, | 15,956 29 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$17,488 90 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$33,118 27 |
| Receipts from tolls for use of tracks by other companies, | 300 00 |
| Receipts from advertising in cars, | 100 00 |
| Other earnings from operation : miscellaneous, | 203 29 |
| GROSS EARNINGS FROM OPERATION, | \$33,721 56 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$700 00 |
| General office expenses and supplies, | 59 17 |
| Legal expenses, | 30 00 |
| Insurance, | 338 50 |
| Other general expenses : miscellaneous expenses, | 272 38 |

| | |
|---|--------------------|
| Maintenance of roadway and buildings : | |
| Repair of roadbed and track, | \$2,343 98 |
| Repair of electric line construction, | 274 72 |
| Repair of buildings, | 92 83 |
| Maintenance of equipment : | |
| Repair of cars and other vehicles, | 980 75 |
| Repair of electric equipment of cars, | 765 34 |
| Transportation expenses : | |
| Cost of electric motive power, | 5,984 22 |
| Wages and compensation of persons employed in conducting transportation, | 7,322 92 |
| Removal of snow and ice, | 361 71 |
| Damages for injuries to persons and property, | 192 50 |
| Tolls for trackage over other railways, | 417 10 |
| Rentals of buildings and other property, | 1,276 05 |
| Other transportation expenses : flagman, fuel and miscellaneous car expenses, | 685 43 |
| TOTAL OPERATING EXPENSES, | \$22,097 60 |

PROPERTY ACCOUNTS.

| | |
|--|-------------------|
| Additions to equipment : | |
| Additional cars (1 in number), | \$2,450 35 |
| Electric equipment of same, | 910 11 |
| Other additions to equipment: air brakes, heaters and registers, | 456 20 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$3,816 66 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | DR. |
|--|---------------------|
| Cost of railway : | |
| Roadbed and tracks, | \$93,539 16 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 47,341 04 |
| Interest accrued during construction of railway, | 1,027 82 |
| Engineering and other expenses incident to construction, | 6,391 55 |
| TOTAL COST OF RAILWAY OWNED, | \$148,299 57 |
| Cost of equipment : | |
| Cars and other rolling stock and vehicles, | \$12,558 95 |
| Electric equipment of same, | 7,837 97 |
| Other items of equipment: sundry equipment, | 1,449 60 |
| TOTAL COST OF EQUIPMENT OWNED, | 21,846 52 |
| Cost of land and buildings : | |
| Land necessary for operation of railway, | \$1,154 30 |
| Buildings necessary for operation of railway, | 5,096 72 |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | 6,251 02 |
| TOTAL PERMANENT INVESTMENTS, | \$176,397 11 |

| | | |
|---|--------------|--------------|
| Cash and current assets : | | |
| Cash, | \$369 89 | |
| Bills and accounts receivable, | 128 33 | |
| TOTAL CASH AND CURRENT ASSETS, | | \$498 22 |
| TOTAL, | | \$176,895 33 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$110,000 00 |
| Funded debt, | | 45,000 00 |
| Current liabilities : | | |
| Loans and notes payable, | \$1,000 00 | |
| Audited vouchers and accounts, | 973 25 | |
| Miscellaneous current liabilities : conductors' deposits, | 17 00 | |
| TOTAL CURRENT LIABILITIES, | | 1,990 25 |
| Accrued liabilities : | | |
| Interest accrued and not yet due, | \$187 50 | |
| Taxes accrued and not yet due, | 2,228 68 | |
| TOTAL ACCRUED LIABILITIES, | | 2,416 18 |
| Profit and loss balance (surplus), | | 17,488 90 |
| TOTAL, | | \$176,895 33 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$110,000 00 | |
| Capital stock authorized by votes of company, | 110,000 00 | |
| Capital stock issued and outstanding, | | \$110,000 00 |
| Number of shares issued and outstanding, | 1,100 | |
| Number of stockholders, | 66 | |
| Number of stockholders in Massachusetts, | 66 | |
| Amount of stock held in Massachusetts, | \$110,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--------------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage gold bonds, | Per Cent. 5 | March 1, 1920, | \$45,000 00 | \$2,250 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|---|---------|
| Number of passengers paying revenue carried during the year, | 674,668 |
| Number carried per mile of main railway track operated, | 59,981 |
| Number of car miles run, | 151,658 |
| Average number of persons employed, | 15 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|---------------------------------|---------------------------|------------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 3 | 3 | 3 | - |
| Open passenger cars, | 4 | 4 | - | - |
| TOTAL, | 7 | 7 | 3 | 16 |
| CARS — OTHER SERVICE. | | | | |
| Sand car, | 1 | - | - | - |
| Snow ploughs, | 2 | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|---|---|
| Other railway rolling stock: trolley wagon, | 1 |
|---|---|

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owued. | Trackage over Other Railways. | Total Owned, etc. |
|--|--------|-------------------------------------|-------------------------|
| | Miles. | Miles. | Miles. |
| Length of railway line, | 10.524 | .724 | 11.248 |
| Length of sidings, switches, etc., | .176 | - | .176 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 10.700 | .724 | 11.424 |

Names of the several cities and towns in which the railways operated by the company are located: Taunton, Lakeville and Middleborough.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (1 in number), viz : With New York, New Haven & Hartford Railroad, | 1 | 1 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | - | - | - |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | 1 | - | 1 |
| TOTALS, | - | - | - | 1 | - | 1 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

EAST TAUNTON STREET RAILWAY COMPANY,
23 SUMMER STREET, TAUNTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Michael A. Cavanaugh, *President*, 105 Beverly Street, Boston, Mass.
Thomas F. Cavanaugh, *Vice-President*, 26 Court Street, Taunton, Mass.
Joseph B. Murphy, *Treasurer*, 23 Summer Street, Taunton, Mass. James P. Dunn, *Clerk of Corporation, General Manager and Superintendent*, 172 Cohannet Street, Taunton, Mass. Arthur M. Alger, *General Counsel*, Taunton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Michael A. Cavanaugh, Boston, Mass. Thomas F. Cavanaugh, Taunton, Mass. Joseph B. Murphy, Taunton, Mass. James P. Dunn, Taunton, Mass. Stephen F. O'Hara, Middleborough, Mass. Chester R. Barstow, Taunton, Mass. Charles R. Richmond, East Taunton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

MICHAEL A. CAVANAUGH,
THOS. F. CAVANAUGH,
JOSEPH B. MURPHY,
JAMES P. DUNN,
CHARLES R. RICHMOND,
CHESTER R. BARSTOW,
STEPHEN F. O'HARA,

Directors.

JOSEPH B. MURPHY,
Treasurer.

JAMES P. DUNN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, SS. TAUNTON, Oct. 28, 1905. Then personally appeared the above-named Michael A. Cavanaugh, Thomas F. Cavanaugh, James P. Dunn, Charles R. Richmond, Chester R. Barstow, Stephen F. O'Hara and Joseph B. Murphy, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

RICHARD P. COUGHLIN,
Justice of the Peace.

REPORT

OF THE

FITCHBURG & LEOMINSTER STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|--------------|
| Gross earnings from operation, | \$221,299 03 |
| Operating expenses, | 139,469 32 |
| NET EARNINGS FROM OPERATION, | \$81,829 71 |
| Miscellaneous income: Whalom Park, | 20,703 64 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$102,533 35 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$16,750 00 |
| Interest and discount on unfunded debts and loans, | 17,343 32 |
| Taxes, State and local, | \$8,598 55 |
| Taxes, commutation, | 3,639 73 |
| | 12,238 28 |
| Other deductions from income: Whalom Park, | 24,068 27 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . | 70,399 87 |
| NET DIVISIBLE INCOME, | \$32,133 48 |
| Dividends declared: | |
| 4 per cent on \$350,000, | \$14,000 00 |
| 2 per cent on \$450,000, | 9,000 00 |
| TOTAL DIVIDENDS DECLARED, | 23,000 00 |
| Surplus for the year ending September 30, 1905, | \$9,133 48 |
| Amount of surplus September 30, 1904, | 15,030 86 |
| Credits to profit and loss account during the year: | |
| Pay roll items, | \$21 57 |
| Leominster, Shirley & Ayer Street Railway Company surplus, | 1,887 37 |
| TOTAL CREDITS, | \$1,908 94 |
| Debits to profit and loss account during the year: paid on account of accidents occurring previous to September 30, 1904, | 4,999 36 |
| NET AMOUNT DEBITED TO PROFIT AND LOSS, | 3,090 42 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$21,073 92 |

| EARNINGS FROM OPERATION. | |
|--|--------------|
| Receipts from passengers carried, | \$220,314 04 |
| Receipts from rentals of other property, | 264 99 |
| Receipts from advertising in cars, | 720 00 |
| GROSS EARNINGS FROM OPERATION, | \$221,299 03 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$8,742 73 |
| General office expenses and supplies, | 2,924 64 |
| Legal expenses, | 80 25 |
| Insurance, | 1,911 81 |
| Other general expenses: miscellaneous entertainments, | 67 75 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 8,266 56 |
| Repair of electric line construction, | 2,396 37 |
| Repair of buildings, | 691 73 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 7,422 97 |
| Repair of electric equipment of cars, | 6,005 27 |
| Renewal of horses, harnesses, shoeing, etc., | 1,587 37 |
| Transportation expenses: | |
| Cost of electric motive power, \$31,343.46; less power sold, \$3,075 34; net, | 28,268 12 |
| Wages and compensation of persons employed in conducting transportation, | 49,257 71 |
| Removal of snow and ice, | 3,235 21 |
| Damages for injuries to persons and property, | 7,180 14 |
| Other transportation expenses: | |
| Miscellaneous car house expenses, | 6,191 70 |
| Printing tickets, cleaning and sanding track, lamps and oil for cars, etc., | 5,238 99 |
| TOTAL OPERATING EXPENSES, | \$139,469 32 |
| PROPERTY ACCOUNTS. | |
| Additions to railway: | |
| Completion Leominster, Shirley & Ayer Street Railway, construction and additional feed wire, | \$1,562 22 |
| Widening of bridge and completion Leominster, Shirley & Ayer Street Railway track, | 4,059 96 |
| Other additions to railway: property of Leominster, Shirley & Ayer Street Railway, | 223,420 42 |
| TOTAL ADDITIONS TO RAILWAY, | \$229,042 60 |
| Additions to equipment: | |
| Additional cars and electric equipment of same, | \$11,839 06 |
| Other additional rolling stock and vehicles, | 491 62 |
| Other additions to equipment: | |
| Telephone equipment, etc., | 435 98 |
| Property of Leominster, Shirley & Ayer Street Railway, | 7,959 11 |
| TOTAL ADDITIONS TO EQUIPMENT, | 20,725 77 |

| | | |
|--|-----------|-------------|
| Additions to land and buildings: | | |
| Additional land necessary for operation of railway, | \$16 00 | |
| Additional equipment of power stations, | 31 60 | |
| Property of Leominster, Shirley & Ayer Street Railway, | 19,436 68 | |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | | \$19,484 28 |
| Additions to other permanent property: Whalom Park property, | | 1,421 74 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$20,674 39 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): | | |
| Dump cart sold, | \$57 00 | |
| Horse sold, | 150 00 | |
| TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, | | 207 00 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | | \$20,467 39 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | | DR. |
|--|--------------|----------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$683,656 80 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 98,787 74 | |
| Interest accrued during construction of railway, | 4,677 78 | |
| Engineering and other expenses incident to construction, | 19,141 50 | |
| TOTAL COST OF RAILWAY OWNED, | | \$806,263 82 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, and electric equipment of same, | \$187,803 06 | |
| Horses, | 705 00 | |
| Other items of equipment, | 9,360 99 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 197,874 05 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$19,811 67 | |
| Electric power stations, including equipment, | 96,580 61 | |
| Other buildings necessary for operation of railway, | 24,259 21 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 140,651 49 |
| Other permanent property: | | |
| Fitchburg Park Company stock, | \$125 00 | |
| Whalom Park, | 82,982 07 | |
| TOTAL COST OF OTHER PERMANENT PROPERTY OWNED, | | 83,107 07 |
| TOTAL PERMANENT INVESTMENTS, | | \$1,227,896 43 |

| | | |
|---|--------------|----------------|
| Cash and current assets: | | |
| Cash, | \$16,658 10 | |
| Bills and accounts receivable, | 1,603 86 | |
| TOTAL CASH AND CURRENT ASSETS, | | \$18,261 96 |
| Miscellaneous assets: materials and supplies, | | 42,902 42 |
| TOTAL, | | \$1,289,060 81 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$450,000 00 |
| Funded debt, | | 400,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$415,000 00 | |
| Audited vouchers and accounts, | 931 97 | |
| Miscellaneous current liabilities: tickets issued but not redeemed, | 490 51 | |
| TOTAL CURRENT LIABILITIES, | | 416,422 48 |
| Accrued liabilities: | | |
| Interest accrued and not yet due, | \$687 50 | |
| Taxes accrued and not yet due, | 876 91 | |
| TOTAL ACCRUED LIABILITIES, | | 1,564 41 |
| Profit and loss balance (surplus), | | 21,073 92 |
| TOTAL, | | \$1,289,060 81 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$450,000 00 | |
| Capital stock authorized by votes of company, | 450,000 00 | |
| Capital stock issued and outstanding, | | \$450,000 00 |
| Number of shares issued and outstanding, | 4,500 | |
| Number of stockholders, | 121 | |
| Number of stockholders in Massachusetts, | 117 | |
| Amount of stock held in Massachusetts, | \$442,500 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 5 | April 1, 1917, | \$150,000 | \$7,500 00 |
| Consolidated mortgage bonds, | 4½ | Feb. 1, 1921, | 150,000 | 6,750 00 |
| First mortgage bonds, Leominster, Shirley & Ayer Street Railway Co. | 5 | Feb. 1, 1921, | 100,000 | 2,500 00 |
| TOTALS, | | | \$400,000 | \$16,750 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 4,223,766 |
| Number carried per mile of main railway track operated, . | 108,216 |
| Number of car miles run, | 888,055 |
| Average number of persons employed, | 100 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|---------------------------------|---------------|---------------------------|------------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | |
| Box passenger cars, | 23 | - | 23 | 23 | - |
| Open passenger cars, | 32 | - | 32 | - | - |
| TOTAL, | 55 | - | 55 | 23 | 116 |
| CARS — OTHER SERVICE. | | | | | |
| Work cars, | 4 | 1 | - | - | - |
| Snow ploughs, | 5 | - | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|---|----|
| Highway vehicles: | |
| 9 2-horse sleds, 3 1-horse sleds, 1 leveler, 7 tip carts, 1 hose cart, 1 sprinkler, 2 express wagons, 2 tower wagons, . | 26 |
| 1 carriage, 1 wagon, 1 sleigh, | 3 |
| Horses, | 5 |
| Other items of equipment: office furniture, telephones, punches, etc. | |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 33.686 miles. |
| Length of second main track, | 5.345 " |
| Total length of main track, | 39.031 " |
| Length of sidings, switches, etc., | 1.669 " |
| Total, computed as single track, | 40.700 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|--|--------------|
| Length of railway line, | 6.489 miles. |
| Length of second main track, | .875 " |
| Total length of main track, | 7.364 " |

Names of the several cities and towns in which the railways operated by the company are located: Fitchburg, Leominster, Lunenburg, Shirley, Harvard and Ayer.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (6 in number), viz.: — | | |
| With Boston & Maine Railroad, River Street, Fitchburg (mill siding), | 1 | 2 |
| With Boston & Maine Railroad, River Street, Fitchburg (mill siding), | 1 | 2 |
| With Boston & Maine Railroad, River Street, Fitchburg (mill siding), | 1 | 2 |
| With Boston & Maine Railroad, River Street, Fitchburg (mill siding), | 1 | 2 |
| With New York, New Haven & Hartford Railroad, Main Street, Fitchburg (mill siding), | 1 | 2 |
| With New York, New Haven & Hartford Railroad, Main Street, Leominster, | 2 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 7 | 11 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 6

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 12 | - | 31 | - | 43 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | 1 | - | 11 | - | 12 |
| TOTALS, | - | 13 | - | 42 | - | 55 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

FITCHBURG & LEOMINSTER STREET RAILWAY COMPANY,
FITCHBURG, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry A Willis, *President*, Fitchburg, Mass. Herbert I. Wallace, *Vice-President*, Fitchburg, Mass. Robert N. Wallis, *Treasurer*, Fitchburg, Mass. Charles F. Baker, *Clerk of Corporation*, Fitchburg, Mass. Wesley W. Sargent, *Superintendent*, Fitchburg, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry A. Willis, Fitchburg, Mass. Herbert I. Wallace, Fitchburg, Mass. Charles F. Baker, Fitchburg, Mass. Wesley W. Sargent, Fitchburg, Mass. George N. Proctor, Fitchburg, Mass. George E. Clifford, Fitchburg, Mass. Manson D. Haws, North Leominster, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HENRY A. WILLIS,
GEORGE N. PROCTOR,
HERBERT I. WALLACE,
CHARLES F. BAKER,
WESLEY W. SARGENT,
Directors.
ROBERT N. WALLIS,
Treasurer.
WESLEY W. SARGENT,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. NOV. 1, 1905. Then personally appeared the above-named Henry A. Willis, George N. Proctor, Herbert I. Wallace, Charles F. Baker, Wesley W. Sargent and Robert N. Wallis, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILBUR B. TENNEY,
Justice of the Peace.

REPORT

OF THE

GARDNER, WESTMINSTER & FITCHBURG STREET RAIL- WAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$61,569 88 |
| Operating expenses, | 37,178 85 |
| NET EARNINGS FROM OPERATION, | \$24,391 03 |
| Miscellaneous income: use of park, | 730 54 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$25,121 57 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$7,500 00 |
| Interest and discount on unfunded debts and loans, | 3,816 95 |
| Taxes, State and local, and commutation, | 2,031 68 |
| Other deductions from income: pleasure grounds, | 2,799 30 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 16,147 93 |
| Surplus for the year ending September 30, 1905, | \$8,973 64 |
| Amount of deficit September 30, 1904, | 5,811 79 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$3,161 85 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$59,287 79 |
| Receipts from carriage of mails, | 343 60 |
| Receipts from advertising in cars, | 300 00 |
| Other earnings from operation: use of cars, | 1,638 49 |
| GROSS EARNINGS FROM OPERATION, | \$61,569 88 |

EXPENSES OF OPERATION.

| | |
|--|--------------------|
| General expenses: | |
| Salaries of general officers and clerks, | \$2,244 00 |
| General office expenses and supplies, | 1,275 43 |
| Legal expenses, | 482 63 |
| Insurance, | 1,466 43 |
| Other general expenses, | 490 87 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 1,779 38 |
| Repair of electric line construction, | 670 69 |
| Repair of buildings, | 113 42 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 1,970 23 |
| Repair of electric equipment of cars, | 1,369 76 |
| Transportation expenses: | |
| Cost of electric motive power, | 8,570 11 |
| Wages and compensation of persons employed in conducting transportation, | 13,345 56 |
| Removal of snow and ice, | 962 12 |
| Damages for injuries to persons and property, | 1,572 59 |
| Other transportation expenses, | 865 63 |
| TOTAL OPERATING EXPENSES, | \$37,178 85 |

PROPERTY ACCOUNTS.

| | |
|---|-------------------|
| Additions to railway: | |
| New special work, | \$757 80 |
| New bridge due to State highway, | 403 71 |
| TOTAL ADDITIONS TO RAILWAY, | \$1,161 51 |
| Additions to other permanent property: new buildings at park, | 245 00 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$1,406 51 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | DR. |
|--|---------------------|
| Cost of railway: | |
| Roadbed and tracks, | \$165,702 22 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 44,391 56 |
| Interest accrued during construction of railway, | 1,267 74 |
| Engineering and other expenses incident to construction, | 10,000 00 |
| Other items of railway cost, | 13,700 00 |
| Telephone line, | 3,000 00 |
| TOTAL COST OF RAILWAY OWNED, | \$238,061 52 |
| Cost of equipment: | |
| Cars and other rolling stock and vehicles, | \$32,625 05 |
| Electric equipment of same, | 27,204 96 |
| TOTAL COST OF EQUIPMENT OWNED, | 59,830 01 |

| | | |
|--|--------------|--------------|
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$3,902 93 | |
| Electric power stations, including equip- ment, | 59,328 56 | |
| Other buildings necessary for operation of railway, | 10,832 53 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | \$74,064 02 |
| Other permanent property: pleasure grounds, | | 22,907 94 |
| TOTAL PERMANENT INVESTMENTS, | | \$394,863 49 |
| Cash and current assets: | | |
| Cash, | \$4,535 80 | |
| Other cash and current assets: prepaid in- surance, | 544 00 | |
| TOTAL CASH AND CURRENT ASSETS, | | 5,079 80 |
| Miscellaneous assets: materials and supplies, | | 7,626 19 |
| TOTAL, | | \$407,569 48 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$185,000 00 |
| Funded debt, | | 150,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$69,000 00 | |
| Audited vouchers and accounts, | 407 63 | |
| TOTAL CURRENT LIABILITIES, | | 69,407 63 |
| Profit and loss balance (surplus), | | 3,161 85 |
| TOTAL, | | \$407,569 48 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$185,000 00 | |
| Capital stock authorized by votes of company, | 185,000 00 | |
| Capital stock issued and outstanding, | | \$185,000 00 |
| Number of shares issued and outstanding, | 1,850 | |
| Number of stockholders, | 74 | |
| Number of stockholders in Massachusetts, | 72 | |
| Amount of stock held in Massachusetts, | \$183,400 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|----------------------|----------------------|------------------------|--------------------------------------|
| First mortgage bonds, | Per Cent. 5 | Feb. 1, 1920, | \$150,000 00 | \$7,500 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 1,203,906 |
| Number carried per mile of main railway track operated, | 82,010 |
| Number of car miles run, | 258,481 |
| Average number of persons employed, | 40 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|---|------------------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 9 | 9 | 9 | 18 |
| Open passenger cars, | 12 | 12 | - | 24 |
| TOTAL, | 21 | 21 | 9 | 42 |
| CARS — OTHER SERVICE. | | | | |
| Box freight cars (coal), | 1 | - | - | - |
| Platform freight cars (construction), | 1 | - | - | - |
| TOTAL, | 2 | - | - | - |
| Snow ploughs, | 2 | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Highway vehicles: tower wagon, | 1 |
|--|---|

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Total Operated. |
|---|---------------|-----------------|
| | Miles. | Miles. |
| Length of railway line, | 15.680 | 14.680 |
| Length of sidings, switches, etc., | .370 | .370 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 16.050 | 15.050 |

Names of the several cities and towns in which the railways operated by the company are located: Gardner, Westminster and Fitchburg.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (5 in number), viz.:— | | |
| With Worcester Division of Fitchburg Division, Boston & Maine Railroad, at Park Street, Gardner (1 main, 2 side), | 3 | 1 |
| With freight side track, North Main Street, Gardner, | 1 | 1 |
| With Worcester Division of Fitchburg Division of Boston & Maine Railroad, at North Main Street, Gardner (1 main, 2 side), | 3 | 1 |
| With Worcester Division of Fitchburg Division, Boston & Maine Railroad, at South Main Street, Gardner (known as Kendall's Crossing), | 1 | 1 |
| With Worcester Division of Fitchburg Division, Boston & Maine Railroad, at South Main Street, Gardner (known as Sawin's Crossing), | 1 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 9 | 5 |

Number of above crossings at which *frogs* are inserted in the tracks, 5

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 1 | - | 2 | - | 3 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | 1 | - | 1 | - | 2 |
| TOTALS, | - | 2 | - | 3 | - | 5 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

GARDNER, WESTMINSTER & FITCHBURG STREET RAILWAY CO.,
GARDNER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frederic S. Coolidge, *President*, Fitchburg, Mass. Edward F. Blodgett, *Vice-President*, Leominster, Mass. James A. Stiles, *Treasurer, Clerk of Corporation and General Counsel*, Gardner, Mass. Thomas B. Grimes, *Auditor*, Boston, Mass. Charles A. Jefts, *Superintendent*, Gardner, Mass. Walter R. Dame, *Assistant Treasurer*, Clinton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frederic S. Coolidge, Fitchburg, Mass. Edward F. Blodgett, Leominster, Mass. James A. Stiles, Gardner, Mass. George R. Damon, Leominster, Mass. William S. Reed, Leominster, Mass. Albert N. Wood, Leominster, Mass. Walter R. Dame, Clinton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FREDERIC S. COOLIDGE,
JAMES A. STILES,
GEO. R. DAMON,
ALBERT N. WOOD,
WALTER R. DAME,

Directors.

JAMES A. STILES,

Treasurer.

CHARLES A. JEFTS,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Oct. 28, 1905. Then personally appeared the above-named Frederic S. Coolidge, James A. Stiles, George R. Damon, Albert N. Wood and Walter R. Dame, directors, James A. Stiles, treasurer and Charles A. Jefts, superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

AUBREY Y. GOODFELLOW,

Justice of the Peace.

REPORT

OF THE

GEORGETOWN, ROWLEY & IPSWICH STREET RAILWAY
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$52,662 01 |
| Operating expenses, | 43,295 92 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$9,366 09 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$9,899 31 |
| Interest and discount on unfunded debts and loans, | 4,206 49 |
| Taxes, State and local, | \$684 76 |
| Taxes, commutation, | 651 86 |
| | 1,336 62 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 15,442 42 |
| Deficit for the year ending September 30, 1905, | \$6,076 33 |
| Amount of deficit September 30, 1904, | 4,136 82 |
| Credits to profit and loss account during the year: surplus of Haverhill, Georgetown & Danvers Street Railway Company, | \$13,860 33 |
| Debits to profit and loss account during the year: | |
| Adjustment old accounts, | \$5,247 27 |
| Fire loss, 1901, | 4,943 85 |
| TOTAL DEBITS, | 10,191 12 |
| NET AMOUNT CREDITED TO PROFIT AND LOSS, | 3,669 21 |
| TOTAL DEFICIT SEPTEMBER 30, 1905, | \$6,543 94 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$52,076 76 |
| Receipts from carriage of mails, | 248 09 |
| Receipts from advertising in cars, | 265 63 |
| Receipts from interest on deposits, | 56 63 |
| Other earnings from operation: miscellaneous, | 14 90 |
| GROSS EARNINGS FROM OPERATION, | \$52,662 01 |

| EXPENSES OF OPERATION. | |
|--|---------------------|
| General expenses: | |
| Salaries of general officers and clerks, | \$589 45 |
| General office expenses and supplies, | 115 89 |
| Legal expenses, | 75 00 |
| Insurance, | 3,682 69 |
| Other general expenses: | |
| Storeroom expense, \$33.81; advertising, \$74.94, | 108 75 |
| Miscellaneous general expense, | 497 20 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 3,787 80 |
| Repair of electric line construction, | 896 61 |
| Repair of buildings, | 146 79 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 2,232 50 |
| Repair of electric equipment of cars, | 2,938 07 |
| Renewal of horses, harnesses, shoeing, etc., | 14 00 |
| Provender and stabling for horses, | 75 60 |
| Transportation expenses: | |
| Cost of electric motive power, \$13,666.47; less power sold, \$2,701.16; net, | 10,965 31 |
| Wages and compensation of persons employed in conducting transportation, | 14,341 99 |
| Removal of snow and ice, | 1,104 55 |
| Damages for injuries to persons and property, | 224 30 |
| Tolls for trackage over other railways, | 528 32 |
| Rentals of buildings and other property, | 90 72 |
| Other transportation expenses: | |
| Car service supplies, | 136 30 |
| Cleaning, oiling and sanding track, \$465.97; miscellaneous car service expense, \$278.11, | 744 08 |
| TOTAL OPERATING EXPENSES, | \$43,295 92 |
| PROPERTY ACCOUNTS. | |
| Additions to railway: | |
| Engineering, etc., | \$787 90 |
| Property of the Haverhill, Georgetown & Danvers Street Railway Company, | 100,429 13 |
| TOTAL ADDITIONS TO RAILWAY, | \$101,217 03 |
| Additions to equipment: | |
| Additional rolling stock and vehicles (sand car), | \$275 35 |
| Other additions to equipment (sundry), | 48 35 |
| Property of the Haverhill, Georgetown & Danvers Street Railway Company, | 21,420 88 |
| TOTAL ADDITIONS TO EQUIPMENT, | 21,744 58 |
| Additions to land and buildings: | |
| Additional equipment of power stations, | \$104 16 |
| Property of the Haverhill, Georgetown & Danvers Street Railway Company, | 5,525 00 |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | 5,629 16 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$128,590 77 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | | DR. | |
|---|-----------|-----|--------------|
| Cost of railway : | | | |
| Roadbed and track, | \$268,390 | 45 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 80,987 | 82 | |
| Engineering and other expenses incident to construction, | 15,007 | 10 | |
| TOTAL COST OF RAILWAY OWNED, | | | \$364,385 37 |
| Cost of equipment : | | | |
| Cars and other rolling stock and vehicles, . . | \$47,390 | 66 | |
| Electric equipment of same, | 26,786 | 33 | |
| Horses, | 98 | 00 | |
| Other items of equipment: sundry equip- ment), | 12,354 | 23 | |
| TOTAL COST OF EQUIPMENT OWNED, | | | 86,629 22 |
| Cost of land and buildings : | | | |
| Land necessary for operation of railway, . . | \$2,075 | 00 | |
| Electric power stations, including equipment, Other buildings necessary for operation of railway, | 65,637 | 16 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | | 89,686 27 |
| TOTAL PERMANENT INVESTMENTS, | | | \$540,700 86 |
| Cash and current assets : | | | |
| Cash, | \$1,447 | 89 | |
| Bills and accounts receivable, | 3,166 | 74 | |
| Other cash and current assets : | | | |
| Coupon deposits, | 5,375 | 00 | |
| Prepaid insurance and taxes, | 606 | 11 | |
| TOTAL CASH AND CURRENT ASSETS, | | | 10,595 74 |
| Miscellaneous assets: materials and supplies, | | | 4,900 12 |
| Profit and loss balance (deficit), | | | 6,543 94 |
| TOTAL, | | | \$562,740 66 |
| LIABILITIES. | | CR. | |
| Capital stock, | | | |
| Funded debt, | | | \$240,000 00 |
| Current liabilities : | | | |
| Loans and notes payable, | \$93,500 | 00 | |
| Audited vouchers and accounts, | 4,035 | 91 | |
| Matured interest coupons unpaid (including coupons due October 1), | 5,375 | 00 | |
| Miscellaneous current liabilities: outstand- ing tickets, | 162 | 58 | |
| TOTAL CURRENT LIABILITIES, | | | 103,073 49 |
| Accrued liabilities : | | | |
| Interest accrued and not yet due, | \$4,015 | 31 | |
| Taxes accrued and not yet due, | 651 | 86 | |
| TOTAL ACCRUED LIABILITIES, | | | 4,667 17 |
| TOTAL, | | | \$562,740 66 |

| CAPITAL STOCK. | | | |
|---|-----------|----|--------------|
| Capital stock authorized by law, | \$240,000 | 00 | \$240,000 00 |
| Capital stock authorized by votes of company, | 240,000 | 00 | |
| Capital stock issued and outstanding, | | | |
| Number of shares issued and outstanding, | 2,400 | | |
| Number of stockholders, | | 15 | |
| Number of stockholders in Massachusetts, | | 15 | |
| Amount of stock held in Massachusetts, | \$240,000 | 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 5 | June 1, 1920, | \$180,000 00 | \$9,000 00 |
| First mortgage bonds Haverhill, Georgetown & Danvers Street Railway Company, | 5 | March 1, 1919, | 35,000 00 | 899 31 |
| TOTALS, | | | \$215,000 00 | \$9,899 31 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 1,099,794 |
| Number carried per mile of main railway track operated, | 45,569 |
| Number of car miles run, | 344,398 |
| Average number of persons employed, | 46 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 11 | 11 | 11 | 22 |
| Open passenger cars, | 12 | 12 | - | 22 |
| TOTAL, | 23 | 23 | 11 | 44 |
| CARS — OTHER SERVICE. | | | | |
| Other cars, | 1 | - | - | - |
| Snow ploughs, | 4 | - | - | 8 |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Highway vehicles: 1 tip cart, 1 tower wagon, | 2 |
| Horses, | 1 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over Other Railways. | Total Owned, etc. |
|--|------------------|-------------------------------|-------------------|
| Length of railway line, | Miles. 23.338 | Miles. .797 | Miles. 24.135 |
| Length of sidings, switches, etc., | .683 | .044 | .727 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 24.021 | .841 | 24.862 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|---------------------------------------|------------|
| Length of railway line, | .546 mile. |
| Length of sidings, | .311 " |
| Total length of main track, | .857 " |

Names of the several cities and towns in which the railways operated by the company are located: Georgetown, Groveland, Haverhill, Ipswich, Newbury, Newburyport and Rowley.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (3 in number), viz.:— | | |
| With Boston & Maine Railroad: | | |
| At Newburyport, State Street, | 2 | 1 |
| At Georgetown, | 2 | 1 |
| At Georgetown, | 3 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 7 | 3 |

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | — | 3 | — | 5 | — | 8 |
| Employees, | — | — | — | 1 | — | 1 |
| Other persons, | — | — | — | 5 | — | 5 |
| TOTALS, | — | 3 | — | 11 | — | 14 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

GEORGETOWN, ROWLEY & IPSWICH STREET RAILWAY COMPANY,
84 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edward H. Hoyt, *President*, Haverhill, Mass. Charles F. Woodward, *Vice-President*, Wakefield, Mass. Philip M. Reynolds, *Treasurer*, Boston, Mass. Charles Williams, *Clerk of Corporation*, Lynn, Mass. George W. Pratt, *Superintendent*, Byfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward H. Hoyt, Haverhill, Mass. Charles F. Woodward, Wakefield, Mass. Philip M. Reynolds, Milton, Mass. Horace B. Rogers, Brockton, Mass. Charles Williams, Wakefield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHAS. F. WOODWARD,
PHILIP M. REYNOLDS,
H. B. ROGERS,
CHARLES WILLIAMS,

Directors.

PHILIP M. REYNOLDS,

Treasurer.

GEO. W. PRATT,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 1, 1905. Then personally appeared the above-named Chas. F. Woodward, Philip M. Reynolds, H. B. Rogers, and Geo. W. Pratt, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. LYNN, Nov. 1, 1905. Then personally appeared the above-named Charles Williams, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

EDMOND O'CALLAGHAN,

Justice of the Peace.

REPORT

OF THE

GREENFIELD, DEERFIELD & NORTHAMPTON STREET
RAILWAY COMPANY

FOR THE PERIOD ENDING MARCH 31, 1905.

[Consolidated with the Northampton & Amherst March 31, 1905.]

| GENERAL EXHIBIT FOR THE PERIOD. | | |
|--|------------|-------------|
| Gross earnings from operation, | | \$18,899 68 |
| Operating expenses, | | 16,020 19 |
| NET EARNINGS FROM OPERATION, | | \$2,879 49 |
| Miscellaneous income: amusements, | | 8 13 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | | \$2,887 62 |
| Charges upon income accrued during the year: | | |
| Interest on funded debt, | \$3,750 00 | |
| Interest and discount on unfunded debts and loans, | 1,418 02 | |
| Taxes, State and local, | 1,516 72 | |
| Other deductions from income: | | |
| Greenfield & Turner's Falls Street Railway Company, passenger settlements, | \$1,525 65 | |
| Northampton & Amherst Street Railway Company, passenger settlements, | 5,738 92 | |
| | 7,264 57 | |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | | 13,949 31 |
| Deficit for the period ending March 31, 1905, | | \$11,061 69 |
| Amount of deficit September 30, 1904, | | 1,734 60 |
| Credits to profit and loss account during the year: | | |
| Difference in motor transaction, | \$1,200 00 | |
| Impairment of capital (cash paid in), | 10,000 00 | |
| TOTAL CREDITS, | | 11,200 00 |
| TOTAL DEFICIT MARCH 31, 1905, | | \$1,596 29 |

| EARNINGS FROM OPERATION. | |
|--|-------------|
| Receipts from passengers carried, | \$17,762 05 |
| Receipts from carriage of mails and newspapers, | 971 24 |
| Receipts from carriage of express and parcels, | 28 01 |
| Receipts from advertising in cars, | 138 38 |
| GROSS EARNINGS FROM OPERATION, | \$18,899 68 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$1,749 90 |
| General office expenses and supplies, | 450 15 |
| Legal and engineering expenses, | 47 88 |
| Insurance, | 718 25 |
| Other general expenses, | 89 41 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 362 82 |
| Repair of electric line construction, | 69 05 |
| Repair of buildings, | 26 59 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 717 98 |
| Repair of electric equipment of cars, | 674 71 |
| Transportation expenses: | |
| Cost of electric motive power, | 4,406 37 |
| Wages and compensation of persons employed in conducting transportation, | 5,718 29 |
| Removal of snow and ice, | 499 34 |
| Damages for injuries to persons and property, | 150 50 |
| Rentals of buildings and other property, | 44 41 |
| Other transportation expenses: transportation expenses, \$229.23; oil and waste, \$41.34; fuel, \$23.97, | 294 54 |
| TOTAL OPERATING EXPENSES, | \$16,020 19 |
| PROPERTY ACCOUNTS. | |
| Additions to railway: | |
| Completion of original construction, | \$2,965 91 |
| New electric line construction, | 130 83 |
| Other additions to railway: legal and engineering expenses, | 185 00 |
| TOTAL ADDITIONS TO RAILWAY, | \$3,281 74 |
| Additions to equipment: | |
| Additional cars (snow plough), | \$2,686 13 |
| Electric equipment of same (3 double equipments), | 7,274 21 |
| Other additions to equipment: sundries, | 682 12 |
| TOTAL ADDITIONS TO EQUIPMENT, | 10,642 46 |
| Additions to land and buildings: additional buildings necessary for operation of railway, | 33 88 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$13,958 08 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): 1 snow plough and electric equipment, | 1,200 00 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | \$12,758 08 |

GENERAL BALANCE SHEET MARCH 31, 1905.

| ASSETS. | | Dr. | |
|---|-----------|-----|--------------|
| Cost of railway: | | | |
| Roadbed and tracks, | \$240,831 | 92 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 30,230 | 39 | |
| Interest accrued during construction of rail- way, | 5,675 | 36 | |
| Engineering and other expenses incident to construction, | 10,173 | 89 | |
| TOTAL COST OF RAILWAY OWNED, | | | \$286,911 56 |
| Cost of equipment: | | | |
| Cars and other rolling stock and vehicles, | \$39,980 | 11 | |
| Electric equipment of same, | 24,172 | 63 | |
| Other items of equipment: sundry equipment, | 1,132 | 88 | |
| TOTAL COST OF EQUIPMENT OWNED, | | | 65,285 62 |
| Cost of land and buildings: land and buildings necessary for operation of railway, | | | |
| | | | 19,270 37 |
| TOTAL PERMANENT INVESTMENTS, | | | \$371,467 55 |
| Cash and current assets: | | | |
| Cash, | \$3 | 70 | |
| Bills and accounts receivable, | 10,666 | 23 | |
| TOTAL CASH AND CURRENT ASSETS, | | | 10,669 93 |
| Miscellaneous assets: | | | |
| Materials and supplies, | \$1,000 | 00 | |
| Other assets and property: office fixtures, | 466 | 79 | |
| TOTAL MISCELLANEOUS ASSETS, | | | 1,466 79 |
| Profit and loss balance (deficit), | | | 1,596 29 |
| TOTAL, | | | \$385,200 56 |
| LIABILITIES. | | Cr. | |
| Capital stock, | | | |
| | | | \$180,000 00 |
| Funded debt, | | | |
| | | | 150,000 00 |
| Current liabilities: | | | |
| Loans and notes payable, | \$47,642 | 75 | |
| Audited vouchers and accounts, | 5,902 | 50 | |
| TOTAL CURRENT LIABILITIES, | | | 53,545 25 |
| Sinking and other special funds: reserve for abolition of Sprout's crossing, | | | |
| | | | 1,655 31 |
| TOTAL, | | | \$385,200 56 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | | | |
| | \$180,000 | 00 | |
| Capital stock authorized by votes of company, | | | |
| | 180,000 | 00 | |
| Capital stock issued and outstanding, | | | \$180,000 00 |
| Number of shares issued and outstanding, | 1,800 | | |
| Number of stockholders, | 71 | | |
| Number of stockholders in Massachusetts, | 66 | | |
| Amount of stock held in Massachusetts, | \$151,800 | 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Period. |
|----------------------------------|-------------------|-------------------|---------------------|----------------------------------|
| First mortgage gold bonds, . . . | Per Cent. 5 | July 1, 1923, | \$150,000 00 | \$3,750 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the period, | 380,638 |
| Number carried per mile of main railway track operated, | 27,000 |
| Number of car miles run, | 128,690 |
| Average number of persons employed, | 20 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|---------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | |
| Box passenger cars, | 5 | - | 5 | 5 | - |
| Open passenger cars, | 6 | - | 6 | - | - |
| TOTAL, | 11 | - | 11 | 5 | 34 |
| CARS — OTHER SERVICE. | | | | | |
| Work cars, | - | 2 | - | - | - |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owued. | Trackage over Other Railways. | Total Owned, etc. |
|--|------------------|-------------------------------|-------------------|
| Length of railway line, | Miles. 14.085 | Miles. 8.077 | Miles. 22.162 |
| Length of sidings, switches, etc., | .625 | - | .625 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 14.710 | 8.077 | 22.787 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 1.915 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Greenfield, Deerfield, Whately, Hatfield and Northampton.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 1 | - | 2 | - | 3 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | - | - | - |
| TOTALS, | - | 1 | - | 2 | - | 3 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

GREENFIELD, DEERFIELD & NORTHAMPTON STREET RAILWAY COMPANY,

GREENFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frederick E. Pierce, *President*, Greenfield, Mass. Daniel P. Abercrombie, Jr., *Treasurer and Clerk of Corporation*, Greenfield, Mass. John A. Taggart, *Superintendent*, Greenfield, Mass. Charles W. Clapp, *Engineer and Superintendent of Roadway and Track*, Northampton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John A. Taggart, Miller's Falls, Mass. Frederick E. Pierce, Greenfield, Mass. Benjamin E. Cook, Northampton, Mass. Edward C. Crosby, Brattleboro, Vt. Charles W. Clapp, Northampton, Mass. Marcus A. Coolidge, Fitchburg, Mass. Daniel P. Abercrombie, Jr., Turner's Falls, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

F. E. PIERCE,
EDWARD C. CROSBY,
J. A. TAGGART,
C. W. CLAPP,
B. E. COOK,
D. P. ABERCROMBIE, JR.,
Directors.
D. P. ABERCROMBIE, JR.,
Treasurer.
J. A. TAGGART,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE, ss. Nov. 1, 1905. Then personally appeared the above-named C. W. Clapp and B. E. Cook, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN B. O'DONNELL,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

FRANKLIN, ss. Nov. 1, 1905. Then personally appeared the above-named J. A. Taggart, D. P. Abercrombie, Jr., and F. E. Pierce and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WM. A. DAVENPORT,

Justice of the Peace.

STATE OF VERMONT.

WINDHAM COUNTY, ss. At Brattleboro, in said county, this third day of November, 1905, then personally appeared the above-named Edward C. Crosby, and made oath that the foregoing certificate by him subscribed is to the best of his knowledge and belief, true.

Before me,

CLARKE C. FITTS,

Notary Public.

REPORT

OF THE

GREENFIELD & TURNER'S FALLS STREET RAILWAY
COMPANY

FOR THE PERIOD ENDING MARCH 31, 1905.

[Consolidated with the Northampton & Amherst March 31, 1905]

| GENERAL EXHIBIT FOR THE PERIOD. | |
|---|-------------|
| Gross earnings from operation, | \$26,971 45 |
| Operating expenses, | 24,984 96 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$1,986 49 |
| Charges upon income accrued during the year : | |
| Interest on funded debt, | \$3,250 00 |
| Interest and discount on unfunded debts and loans, | 1,006 82 |
| Taxes, State and local, | 2,293 75 |
| Other deductions from income : amusements (net), | 566 45 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 7,117 02 |
| NET DEFICIT, | \$5,130 53 |
| Dividends declared (3 per cent), | 3,900 00 |
| Deficit for the period ending March 31, 1905, | \$9,030 53 |
| Amount of surplus September 30, 1904, | 13,853 00 |
| Credits to profit and loss account during the year : charge to inventory, | 2,500 00 |
| TOTAL SURPLUS MARCH 31, 1905, | \$7,322 47 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$24,388 72 |
| Receipts from carriage of mails, | 210 00 |
| Receipts from carriage of express and parcels, | 751 77 |
| Receipts from rentals of buildings and other property (net), | 12 00 |
| Receipts from advertising in cars (net), | 83 31 |
| Other earnings from operation : Greenfield, Deerfield & Northampton cars, | 1,525 65 |
| GROSS EARNINGS FROM OPERATION, | \$26,971 45 |

| EXPENSES OF OPERATION. | |
|--|-------------|
| General expenses : | |
| Salaries of general officers and clerks, | \$1,923 53 |
| General office expenses and supplies, | 435 35 |
| Legal and engineering expenses, | 15 36 |
| Insurance, | 829 89 |
| Other general expenses, | 57 68 |
| Maintenance of roadway and buildings : | |
| Repair of roadbed and track, | 1,719 30 |
| Repair of electric line construction, | 180 87 |
| Repair of buildings, | 78 00 |
| Maintenance of equipment : | |
| Repair of cars and other vehicles, | 1,468 96 |
| Repair of electric equipment of cars, | 978 78 |
| Transportation expenses : | |
| Cost of electric motive power, \$5,919.18; less power sold, \$695.33; net, | 5,223 85 |
| Wages and compensation of persons employed in conduct- ing transportation, | 8,669 37 |
| Removal of snow and ice, | 858 90 |
| Damages for injuries to persons and property, | 2,069 87 |
| Other transportation expenses: oil and waste, \$191.45; transportation expenses, \$88.52; fuel, \$121.50; rental of telephone line, \$73.78, | 475 25 |
| TOTAL OPERATING EXPENSES, | \$24,984 96 |

| PROPERTY ACCOUNTS. | |
|--|------------|
| Additions to railway : | |
| Grading on Conway Street, | \$710 00 |
| New electric line construction (1 mile new cable), | 1,099 12 |
| TOTAL ADDITIONS TO RAILWAY, | \$1,809 12 |
| Additions to equipment : 1 snow plough, 1 pair trucks, | |
| 813 42 | |
| Additions to land and buildings : new electric power stations, including machinery, etc., | 7,086 65 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$9,709 19 |

| GENERAL BALANCE SHEET MARCH 31, 1905. | | |
|---|--------------|--------------|
| ASSETS. | | DR. |
| Cost of railway : | | |
| Roadbed and tracks, | \$200,576 29 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 28,135 12 | |
| TOTAL COST OF RAILWAY OWNED, | | \$228,711 41 |
| Cost of equipment : | | |
| Cars and other rolling stock and vehicles, | \$18,587 62 | |
| Electric equipment of same, | 16,000 00 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 34,587 62 |

| | | |
|---|--------------|--------------|
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$10,750 00 | |
| Electric power stations, including equipment, | 25,570 06 | |
| Storage battery, | 9,637 61 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | \$45,957 67 |
| TOTAL PERMANENT INVESTMENTS, | | \$309,256 70 |
| Cash and current assets: | | |
| Cash, | \$334 30 | |
| Bills and accounts receivable, | 1,328 83 | |
| Other cash and current assets: cash reserve, | 36 13 | |
| TOTAL CASH AND CURRENT ASSETS, | | 1,699 26 |
| Miscellaneous assets: materials and supplies, | | 2,500 00 |
| TOTAL, | | \$313,455 96 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$130,000 00 |
| Funded debt, | | 130,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$41,550 00 | |
| Audited vouchers and accounts, | 4,583 49 | |
| TOTAL CURRENT LIABILITIES, | | 46,133 49 |
| Profit and loss balance (surplus), | | 7,322 47 |
| TOTAL, | | \$313,455 96 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$130,000 00 | |
| Capital stock authorized by votes of company, | 130,000 00 | |
| Capital stock issued and outstanding, | | \$130,000 00 |
| Number of shares issued and outstanding, | 1,300 | |
| Number of stockholders, | 118 | |
| Number of stockholders in Massachusetts, | 110 | |
| Amount of stock held in Massachusetts, | \$122,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Period. |
|--|-------------------|-------------------|---------------------|----------------------------------|
| | Per Cent. | | | |
| First mortgage gold bonds, | 5 | June 1, 1916, | \$82,000 00 | \$2,050 00 |
| First consolidated gold bonds, | 5 | June 1, 1923, | 48,000 00 | 1,200 00 |
| TOTALS, | | | \$130,000 00 | \$3,250 00 |

SINKING AND OTHER SPECIAL FUNDS.

| | |
|--|------------|
| Amount September 30, 1904, of cash reserve fund, | \$5,180 36 |
| Additions during the period to cash reserve fund, | 1,738 13 |
| TOTAL, INCLUDING ADDITIONS, | \$6,918 49 |
| Deductions during the period from cash reserve fund, | 6,882 36 |
| TOTAL SINKING AND OTHER SPECIAL FUNDS, MARCH 31, 1905, | \$36 13 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the period, | 544,648 |
| Number carried per mile of main railway track operated, . . | 31,710 |
| Number of car miles run, | 166,218 |
| Average number of persons employed, | 40 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|------------------------------|---------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | |
| Box passenger cars, | 12 | - | 12 | 12 | - |
| Open passenger cars, | 8 | - | 8 | - | - |
| TOTAL, | 20 | - | 20 | 12 | 39 |
| CARS — OTHER SERVICE. | | | | | |
| Platform freight cars, | - | 1 | - | - | - |
| Work cars, | 1 | - | 1 | - | - |
| Snow ploughs, | - | 2 | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|---------------------------------|---|
| Carts and snow sleds, | 1 |
| Other highway vehicles: | |
| Wagon, | 1 |
| Tower wagon, | 1 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 17.180 miles. |
| Length of sidings, switches, etc., | .501 " |
| Total, computed as single track, | 17.681 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 3.660 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Greenfield and Montague.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (1 in number), viz.:— With Boston & Maine Railroad (Fitchburg Division), | 1 | 1 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 1 | - | 2 | - | 3 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | 1 | - | 1 |
| TOTALS, | - | 1 | - | 3 | - | 4 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

GREENFIELD & TURNER'S FALLS STREET RAILWAY COMPANY,
GREENFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frederick E. Pierce, *President*, Greenfield, Mass. Daniel P. Abercrombie, Jr., *Treasurer and Clerk of Corporation*, Greenfield, Mass. John E. Donovan, *Auditor*, Greenfield, Mass. John A. Taggart, *Superintendent*, Greenfield, Mass. Charles W. Clapp, *Engineer and Superintendent Roadway and Track*, Northampton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John A. Taggart, Miller's Falls, Mass. Joseph W. Stevens, Greenfield, Mass. Frederick E. Pierce, Greenfield, Mass. Albert T. Hall, Greenfield, Mass. Isaac Chenery, Montague, Mass. Charles W. Clapp, Greenfield, Mass. Daniel P. Abercrombie, Turner's Falls, Mass. Daniel P. Abercrombie, Jr., Turner's Falls, Mass. Nahum S. Cutler, Greenfield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

F. E. PEIRCE,
ALBERT T. HALL,
J. A. TAGGART,
C. W. CLAPP,
D. P. ABERCROMBIE, JR.,
Directors.
D. P. ABERCROMBIE, JR.,
Treasurer.
J. A. TAGGART,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE, ss. Nov. 1, 1905. Then personally appeared the above-named C. W. Clapp, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

JOHN B. O'DONNELL,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

FRANKLIN, ss. Nov. 1, 1905. Then personally appeared the above-named J. A. Taggart, D. P. Abercrombie, Jr., F. E. Pierce and A. T. Hall, and severally made oath that the foregoing certificate is, to the best of their knowledge and belief, true.

Before me,

WM. A. DAVENPORT,
Justice of the Peace.

REPORT

OF THE

HAMPSHIRE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

[Leased to and operated by the Holyoke from January 17, 1905.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|------------|
| Gross earnings from operation, | \$2,655 18 |
| Operating expenses, | 1,126 13 |
| NET EARNINGS FROM OPERATION, | \$1,529 05 |
| Miscellaneous income: | |
| Lease of railway from January 17, | \$1,500 00 |
| Interest on loan, | 127 80 |
| TOTAL MISCELLANEOUS INCOME, | 1,627 80 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$3,156 85 |
| Charges upon income accrued during the year: | |
| Interest and discount on unfunded debts and loans, | \$176 53 |
| Taxes, commutation, | 19 19 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 195 72 |
| NET DIVISIBLE INCOME, | \$2,961 13 |
| Dividends declared (5 per cent), | 3,000 00 |
| Deficit for the year ending September 30, 1905, | \$38 87 |
| Amount of surplus September 30, 1904, | 5,337 41 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$5,298 54 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried (to January 17, 1905), | \$1,928 23 |
| Receipts from carriage of freight (stone for highway), | 642 73 |
| Receipts from interest on deposits, | 84 22 |
| GROSS EARNINGS FROM OPERATION, | \$2,655 18 |

| EXPENSES OF OPERATION. | | |
|--|-------------|--------------------|
| General expenses: auditing, printing and travelling, . . . | | \$100 01 |
| Maintenance of roadway and buildings: repair of roadbed and track, | | 116 04 |
| Transportation expenses: | | |
| Cost of electric motive power, | | 175 00 |
| Wages and compensation of persons employed in conducting transportation, | | 546 48 |
| Removal of snow and ice, | | 53 10 |
| Other transportation expenses: rental of cars, | | 135 50 |
| TOTAL OPERATING EXPENSES, | | \$1,126 13 |
| <hr/> | | |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1905. | | |
| ASSETS. | | Dr. |
| Cost of railway: | | |
| Roadbed and tracks, | \$54,249 01 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 3,574 01 | |
| Engineering and other expenses incident to construction, | 2,235 36 | |
| TOTAL COST OF RAILWAY OWNED, | | \$60,058 38 |
| Cash and current assets: bills and accounts receivable, . . . | | 5,240 16 |
| TOTAL, | | \$65,298 54 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$60,000 00 |
| Profit and loss balance (surplus), | | 5,298 54 |
| TOTAL, | | \$65,298 54 |
| <hr/> | | |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$60,000 00 | |
| Capital stock authorized by votes of company, | 60,000 00 | |
| Capital stock issued and outstanding, | | \$60,000 00 |
| Number of shares issued and outstanding, | 600 | |
| Number of stockholders, | 37 | |
| Number of stockholders in Massachusetts, | 36 | |
| Amount of stock held in Massachusetts, | \$59,000 00 | |

VOLUME OF TRAFFIC, ETC.

| | |
|--|--------|
| Number of passengers paying revenue carried during the period, | 38,565 |
| Number carried per mile of main railway track operated, . . . | 8,886 |
| Number of car miles run, | 17,859 |
| Average number of persons employed, | 6 |

RAILWAY OWNED.

| | |
|--|--------------|
| Length of railway line, | 4.340 miles. |
| Length of sidings, switches, etc., | .230 " |
| Total, computed as single track, | 4 570 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 2.390 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: South Hadley and Granby.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HAMPSHIRE STREET RAILWAY COMPANY,
25 CANAL STREET, HOLYOKE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Walter D. Cows, *President*, Amherst, Mass. William S. Loomis, *Treasurer and General Manager*, Holyoke, Mass. Louis D. Pellissier, *Clerk of Corporation*, Holyoke, Mass. George H. Hunter, *Superintendent*, Holyoke, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Walter D. Cows, Amherst, Mass. William S. Loomis, Holyoke, Mass. Frederick Harris, Springfield, Mass. John G. Mackintosh, Holyoke, Mass. Ellis J. Aldrich, Hadley, Mass. Alvin L. Wright, South Hadley, Mass. Louis D. Pellissier, Holyoke, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WALTER D. COWLS,
WM. S. LOOMIS,
J. G. MACKINTOSH,
ALVIN L. WRIGHT,
LOUIS D. PELLISSIER,
Directors.
WM. S. LOOMIS,
Treasurer.
GEORGE H. HUNTER,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. HOLYOKE, Oct. 31, 1905. Then personally appeared the above-named Walter D. Cows, Wm. S. Loomis, J. G. Mackintosh, Alvin L. Wright and Louis D. Pellissier, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

THOMAS W. SPENCER,
Notary Public.

REPORT

OF THE

HAMPSHIRE & WORCESTER STREET RAILWAY COMPANY

FOR THE PERIOD ENDING JANUARY 17, 1905.

[Railway placed in the hands of a receiver January 17, 1905.]

| GENERAL EXHIBIT FOR THE PERIOD. | |
|--|-------------|
| Gross earnings from operation, | \$5,898 18 |
| Operating expenses, | 10,022 20 |
| GROSS DEFICIT ABOVE OPERATING EXPENSES, | \$4,124 02 |
| Charges upon income accrued during the period: | |
| Interest on funded debt, | \$1,687 50 |
| Taxes, commutation, | 98 38 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 1,785 88 |
| Deficit for the period ending January 17, 1905, | \$5,909 90 |
| Amount of deficit September 30, 1904, | 23,216 28 |
| Debits to profit and loss account during the period: | |
| Depreciation in office furniture, | \$218 00 |
| Depreciation in tools and supplies, | 866 63 |
| Property sold, | 175 00 |
| TOTAL DEBITS, | 1,259 63 |
| TOTAL DEFICIT JANUARY 17, 1905, | \$30,385 81 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$5,864 85 |
| Receipts from advertising in cars, | 33 33 |
| GROSS EARNINGS FROM OPERATION, | \$5,898 18 |
| EXPENSES OF OPERATION. | |
| General expenses: general office expenses and supplies, | \$101 91 |
| Maintenance of roadway and buildings: repair of roadbed and track, | 403 33 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 1,828 43 |
| Repair of electric equipment of cars, | 226 40 |

Transportation expenses:

| | |
|--|--------------------|
| Cost of electric motive power, | \$5,373 84 |
| Wages and compensation of persons employed in conducting transportation, | 2,088 29 |
| TOTAL OPERATING EXPENSES, | \$10,022 20 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

ASSETS.

DR.

Cost of railway:

| | |
|--|--------------|
| Roadbed and tracks, | \$169,601 38 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 28,895 43 |
| Interest accrued during construction of railway, | 2,327 66 |
| Engineering and other expenses incident to construction, | 10,343 70 |

| | |
|---|---------------------|
| TOTAL COST OF RAILWAY OWNED, | \$211,168 17 |
|---|---------------------|

Cost of equipment:

| | |
|--|-------------|
| Cars and other rolling stock and vehicles, | \$22,963 29 |
| Electric equipment of same, | 18,096 40 |

| | |
|---|------------------|
| TOTAL COST OF EQUIPMENT OWNED, | 41,059 69 |
|---|------------------|

Cost of land and buildings:

| | |
|---|------------|
| Land necessary for operation of railway, | \$2,624 30 |
| Electric power stations, including equipment, | 56,001 78 |
| Other buildings necessary for operation of railway, | 7,948 80 |

| | |
|--|------------------|
| TOTAL COST OF LAND AND BUILDINGS OWNED, | 66,574 88 |
|--|------------------|

| | |
|---|---------------------|
| TOTAL PERMANENT INVESTMENTS, | \$318,802 74 |
|---|---------------------|

Cash and current assets:

| | |
|---|------------|
| Bills and accounts receivable, | \$7,952 18 |
| Other cash and current assets: bonds Massachusetts Street Railway and Park Association, | 450 00 |

| | |
|---|-----------------|
| TOTAL CASH AND CURRENT ASSETS, | 8,402 18 |
|---|-----------------|

Miscellaneous assets:

| | |
|--|------------|
| Materials and supplies, | \$5,000 00 |
| Other assets and property: tools and office furniture, | 2,150 00 |

| | |
|--|-----------------|
| TOTAL MISCELLANEOUS ASSETS, | 7,150 00 |
|--|-----------------|

| | |
|---|------------------|
| Profit and loss balance (deficit), | 30,385 81 |
|---|------------------|

| | |
|-------------------------|---------------------|
| TOTAL, | \$364,740 73 |
|-------------------------|---------------------|

LIABILITIES.

CR.

| | |
|--------------------------|--------------|
| Capital stock, | \$155,000 00 |
| Funded debt, | 135,000 00 |

| | | |
|---|-------------|--------------|
| Current liabilities : | | |
| Loans and notes payable, | \$57,851 73 | |
| Vouchers and accounts (as near as can be obtained), | 12,951 50 | |
| Matured interest coupons unpaid, | 3,937 50 | |
| TOTAL CURRENT LIABILITIES, | | \$74,740 73 |
| TOTAL, | | \$364,740 73 |

CAPITAL STOCK.

| | | |
|---|--------------|--------------|
| Capital stock authorized by law, | \$155,000 00 | |
| Capital stock authorized by votes of company, | 155,000 00 | |
| Capital stock issued and outstanding, | | \$155,000 00 |
| Number of shares issued and outstanding, | 1,550 | |
| Number of stockholders, | 99 | |
| Number of stockholders in Massachusetts, | 94 | |
| Amount of stock held in Massachusetts, | \$97,800 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Period. |
|--------------------------------------|-------------------|-------------------|---------------------|----------------------------------|
| First mortgage gold bonds, | Per Cent. 5 | Dec. 1, 1921, | \$135,000 00 | - |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the period, | 116,099 |
| Number carried per mile of main railway track operated, | 9,915 |
| Number of car miles run, | 44,984 |
| Average number of persons employed, | 30 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 4 | 4 | 4 | 8 |
| Open passenger cars, | 8 | - | - | 20 |
| TOTAL, | 12 | 4 | 4 | 28 |
| Snow ploughs, | 1 | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|---|---|
| Other items of equipment: overhead construction towers, . | 2 |
|---|---|

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 11.710 miles. |
| Length of sidings, switches, etc., | .410 " |
| Total, computed as single track, | 12.120 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|-------------|
| Length of railway line, | 2,597 feet. |
|-----------------------------------|-------------|

Names of the several cities and towns in which the railways operated by the company are located: West Brookfield, New Braintree, Hardwick and Ware.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (1 in number), viz.: With Boston & Maine Railroad (Central Massachusetts Division), siding at Otis Company's mills, used for freight only, . . . | 1 | 1 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HAMPSHIRE & WORCESTER STREET RAILWAY COMPANY,
WARE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Hubert M. Coney, *President*, Ware, Mass. Frank H. Bates, *Treasurer and Clerk of Corporation*, Hyde Park, Mass. Charles F. Jenney, *General Counsel*, Boston, Mass. David E. Pepin, *Superintendent*, Ware, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Hubert M. Coney, Ware, Mass. John M. Whiting, East Bridgewater, Mass. James F. Hill, Warren, Mass. Frank H. Bates, Hyde Park, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HUBERT M. CONEY,
FRANK H. BATES,

Directors.

FRANK H. BATES,

Treasurer.

DAVID E. PEPIN,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. DEC. 6, 1905. Then personally appeared the above-named Hubert M. Coney, Frank H. Bates and David E. Pepin, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEORGE R. STOBBS,

Justice of the Peace.

REPORT

OF THE

RECEIVER OF THE HAMPSHIRE & WORCESTER STREET
RAILWAY

FOR THE PERIOD ENDING SEPTEMBER 30, 1905.

[Operations from January 17, 1905, being the date of the appointment of the receiver.]

| GENERAL EXHIBIT FOR THE PERIOD. | |
|---|-------------|
| Gross earnings from operation, | \$13,598 09 |
| Operating expenses, | 12,164 76 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$1,433 33 |
| Charges upon income accrued during the period : | |
| Interest on receiver's certificates, | \$25 00 |
| Taxes, State and local, | 3,320 66 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 3,345 66 |
| Deficit for the period ending September 30, 1905, | \$1,912 33 |
| TOTAL DEFICIT SEPTEMBER 30, 1905, | \$1,912 33 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$13,489 48 |
| Receipts from advertising in cars, | 37 21 |
| Other earnings from operation : | |
| Sale of old iron, | 25 25 |
| Received from Ware Electric Company for use of poles for one year, | 44 75 |
| Wages returned as not called for, | 1 40 |
| GROSS EARNINGS FROM OPERATION, | \$13,598 09 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$823 50 |
| General office expenses and supplies, | 297 85 |
| Legal expenses, | 210 48 |
| Insurance, | 344 76 |
| Other general expenses: trucking, etc., | 46 95 |

| | |
|--|--------------------|
| Maintenance of roadway and buildings : repair of roadbed and track and repair of electric line construction, . . . | \$2,043 26 |
| Transportation expenses : | |
| Cost of electric motive power, | 2,809 96 |
| Wages and compensation of persons employed in conducting transportation, | 5,588 00 |
| TOTAL OPERATING EXPENSES, | \$12,164 76 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | | DR. |
|--|--|-------------------|
| Cash and current assets : cash, | | \$87 67 |
| Profit and loss balance (deficit), | | 1,912 33 |
| TOTAL, | | \$2,000 00 |
| LIABILITIES. | | CR. |
| Miscellaneous current liabilities : receiver's certificates, . . | | \$2,000 00 |
| TOTAL, | | \$2,000 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the time from appointment of receiver until September 30, . . | 251,336 |
| Number carried per mile of main railway track operated, . . | 21,463 |
| Number of car miles run, | 68,573 |
| Average number of persons employed, | 25 |
| The receiver operated from January 17, 1905, until January 25; resumed operation May 18, and still operating September 30, 1905. | |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 4 | 4 | 4 | 8 |
| Open passenger cars, | 8 | - | - | 20 |
| TOTAL, | 12 | 4 | 4 | 28 |
| Snow ploughs, | 1 | - | - | - |

RAILWAY OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 11.710 miles. |
| Length of sidings, switches, etc., | .410 " |
| Total, computed as single track, | 12.120 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|-------------|
| Length of railway line, | 2,597 feet. |
|-----------------------------------|-------------|

Names of the several cities and towns in which the railways operated by the receiver are located: West Brookfield, Ware, New Braintree and Hardwick.

CORPORATE NAME AND ADDRESS OF THE RECEIVER.

GEORGE S. TAFT, RECEIVER OF THE HAMPSHIRE & WORCESTER
STREET RAILWAY COMPANY,
314 MAIN STREET, WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

George S. Taft, *Receiver*, 314 Main Street, Worcester, Mass.

I hereby certify that the statements contained in the foregoing report are full, just and true.

GEORGE S. TAFT,
Receiver.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. DEC. 4, 1905. Then personally appeared the above-named George S. Taft, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

GEORGE R. STOBBS,
Justice of the Peace.

REPORT

OF THE

HARTFORD & WORCESTER STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

[Obtained a certificate of incorporation, but has not commenced the construction of its railway.]

| GENERAL BALANCE SHEET SEPTEMBER 30, 1905. | | | |
|---|-----------|--------------|-------------|
| ASSETS. | | Dr. | |
| Cash and current assets: cash, | | | \$30,000 00 |
| TOTAL, | | | \$30,000 00 |
| LIABILITIES. | | Cr. | |
| Capital stock (amount paid in), | | | \$30,000 00 |
| TOTAL, | | | \$30,000 00 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | | \$300,000 00 | |
| Capital stock authorized by agreement of association, | | 300,000 00 | |
| Amount paid in on 3,000 shares not yet issued, | | | \$30,000 00 |
| Number of subscribers, | | 25 | |
| Number of subscribers in Massachusetts, | | 24 | |
| Amount of subscriptions held in Massachusetts, | | \$23,000 00 | |

Names of the several cities and towns in which the railway owned by the company is to be located: Leicester, Oxford, Charlton, Sturbridge, Brimfield, Holland and Wales.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HARTFORD & WORCESTER STREET RAILWAY COMPANY,
323 EXCHANGE BUILDING, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Fred C. Hinds, *President*, 323 Exchange Building, Boston, Mass. Thomas C. Perkins, *Vice-President*, Hartford, Conn. Charles H. Wilson, *Treasurer and Clerk of Corporation*, 323 Exchange Building, Boston, Mass. George S. Taft, *General Counsel*, 314 Main Street, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Fred C. Hinds, Newton, Mass. Thomas C. Perkins, Hartford, Conn.
Edward Akers, Charlton City, Mass. John F. Hebard, Fiskdale, Mass.
Charles S. Tarbell, Brimfield, Mass. Herbert E. Shaw, Wales, Mass.
Charles H. Wilson, Brookline, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FRED C. HINDS,
CHARLES H. WILSON,
JOHN F. HEBARD,
C. S. TARBELL,
Directors.
CHARLES H. WILSON,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Oct. 11, 1905. Then personally appeared the above-named Fred C. Hinds, Charles H. Wilson, John F. Hebard and C. S. Tarbell, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRED L. NORTON,
Justice of the Peace.

REPORT

OF THE

HAVERHILL & AMESBURY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|---------------------|
| Gross earnings from operation, | \$111,485 57 |
| Operating expenses, | 71,074 61 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$40,410 96 |
| Charges upon income accrued during the year : | |
| Interest on funded debt, | \$26,500 00 |
| Interest and discount on unfunded debts and loans, | 10,071 31 |
| Taxes, State and local, | \$988 29 |
| Taxes, commutation, | 1,104 22 |
| | 2,092 51 |
| Other deductions from income : amusements, | 692 32 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 39,356 14 |
| Surplus for the year ending September 30, 1905, | \$1,054 82 |
| Amount of deficit September 30, 1904, | 33,155 39 |
| Debits to profit and loss account during the year : | |
| Settlement of old accounts, | \$6,757 69 |
| Readjustment of prepaid insurance account, | 3,548 51 |
| TOTAL DEBITS, | 10,306 20 |
| TOTAL DEFICIT SEPTEMBER 30, 1905, | \$42,406 77 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$109,920 97 |
| Receipts from carriage of mails, | 500 60 |
| Receipts from rentals of buildings and other property, | 739 00 |
| Receipts from advertising in cars, | 325 00 |
| GROSS EARNINGS FROM OPERATION, | \$111,485 57 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$3,595 65 |
| General office expenses and supplies, | 274 96 |

| | |
|--|--------------------|
| General expenses — <i>Concluded.</i> | |
| Insurance, | \$1,620 00 |
| Other general expenses: miscellaneous, | 2,330 87 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 3,075 82 |
| Repair of electric line construction, | 769 92 |
| Repair of buildings, | 339 05 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 4,848 05 |
| Repair of electric equipment of cars, | 6,984 41 |
| Transportation expenses: | |
| Cost of electric motive power, \$21,613.68; less power sold, \$365; net, | 21,248 68 |
| Wages and compensation of persons employed in conducting transportation, | 23,881 92 |
| Removal of snow and ice, | 838 29 |
| Damages for injuries to persons and property, | 448 50 |
| Tolls for trackage over other railways, | 125 17 |
| Other transportation expenses: oil, waste, etc., | 693 32 |
| TOTAL OPERATING EXPENSES, | \$71,074 61 |

PROPERTY ACCOUNTS.

| | |
|---|--------------------|
| Additions to railway: | |
| State highway reconstruction in Salisbury, | \$3,518 97 |
| New electric line construction (additional feeder wire), | 5,725 13 |
| TOTAL ADDITIONS TO RAILWAY, | \$9,244 10 |
| Additions to equipment: | |
| Additional equipment for cars, | \$140 95 |
| Electric equipment of same, | 318 02 |
| Other additions to equipment: trolley catchers, registers, etc., | 175 21 |
| TOTAL ADDITIONS TO EQUIPMENT, | 634 18 |
| Additions to land and buildings: other new buildings necessary for operation of railway, | |
| | 254 29 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$10,132 57 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | DR. |
|---|---------------------|
| Cost of railway: | |
| Roadbed and tracks, | \$277,370 63 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 66,591 07 |
| Interest accrued during construction of railway, | 9,506 88 |
| Engineering and other expenses incident to construction, | 5,939 83 |
| Other items of railway cost: Black Rocks & Salisbury Beach Street Railway property, | 308,526 81 |
| TOTAL COST OF RAILWAY OWNED, | \$667,935 22 |

| | | | |
|--|-----------|-----|--------------|
| Cost of equipment: | | | |
| Cars and other rolling stock and vehicles, | \$41,202 | 42 | |
| Electric equipment of same, | 79,107 | 06 | |
| Other items of equipment, | 21,564 | 62 | |
| TOTAL COST OF EQUIPMENT OWNED, | | | \$141,874 10 |
| Cost of land and buildings: | | | |
| Land necessary for operation of railway, | \$2,658 | 39 | |
| Electric power stations, including equip- ment, | 44,108 | 60 | |
| Other buildings necessary for operation of railway, | 10,034 | 46 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | | 56,801 45 |
| TOTAL PERMANENT INVESTMENTS, | | | \$866,610 77 |
| Cash and current assets: | | | |
| Cash, | \$1,979 | 37 | |
| Bills and accounts receivable, | 2,965 | 53 | |
| Other cash and current assets: | | | |
| Prepaid insurance, | 630 | 20 | |
| Prepaid interest, | 841 | 40 | |
| TOTAL CASH AND CURRENT ASSETS, | | | 6,416 50 |
| Miscellaneous assets: materials and supplies, | | | 5,677 54 |
| Profit and loss balance (deficit), | | | 42,406 77 |
| TOTAL, | | | \$921,111 58 |
| LIABILITIES. | | Cr. | |
| Capital stock, | | | \$150,000 00 |
| Funded debt, | | | 490,000 00 |
| Current liabilities: | | | |
| Loans and notes payable, | \$249,527 | 97 | |
| Audited vouchers and accounts, | 21,407 | 93 | |
| TOTAL CURRENT LIABILITIES, | | | 270,935 90 |
| Accrued liabilities: | | | |
| Interest accrued and not yet due, | \$8,083 | 17 | |
| Taxes accrued and not yet due, | 2,092 | 51 | |
| TOTAL ACCRUED LIABILITIES, | | | 10,175 68 |
| TOTAL, | | | \$921,111 58 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$150,000 | 00 | |
| Capital stock authorized by votes of company, | 150,000 | 00 | |
| Capital stock issued and outstanding, | | | \$150,000 00 |
| Number of shares issued and outstanding, | 1,500 | | |
| Number of stockholders, | 20 | | |
| Number of stockholders in Massachusetts, | 19 | | |
| Amount of stock held in Massachusetts, | \$145,000 | 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---|-------------------|-------------------|---------------------|--------------------------------|
| \$290,000 first mortgage gold bonds, . | Per Cent. 5 | July 1, 1912, | \$196,000 00 | \$9,800 00 |
| \$94,000 first mortgage gold bonds of the Black Rocks & Salisbury Beach Street Railway Company are outstanding for which \$94,000 Haverhill & Amesbury Street Railway Company bonds are held in trust to retire or exchange for same, . | 5 | Jan. 1, 1911, | 94,000 00 | 4,700 00 |
| Coupon notes, | 6 | Dec. 1, 1911, | 200,000 00 | 12,000 00 |
| TOTALS, | | | \$490,000 00 | \$26,500 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 2,304,243 |
| Number carried per mile of main railway track operated, . | 85.641 |
| Number of car miles run, | 511,295 |
| Average number of persons employed, | 60 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Total Passenger Cars. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|---------------|-----------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | | |
| Box passenger cars, | 17 | 3 | 20 | 18 | 17 | - |
| Open passenger cars, | 32 | 8 | 40 | 33 | - | - |
| TOTAL, | 49 | 11 | 60 | 51 | 17 | 68 |
| CARS — OTHER SERVICE. | | | | | | |
| Work cars, | 1 | 1 | - | - | - | - |
| Snow ploughs, | 5 | 2 | - | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|---|---|
| Carts and snow sleds, | 5 |
| Other highway vehicles: 1 Concord buggy, 1 tower wagon and 1 express wagon, | 3 |
| Horses, | 2 |
| Other items of equipment: 3 single and 3 double harnesses, . | 9 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over Other Railways. | Total Owned, etc. |
|--|------------------|-------------------------------------|-------------------------|
| Length of railway line, | Miles. 25.896 | Miles. 1.010 | Miles. 26.906 |
| Length of sidings, switches, etc., | 1.887 | - | 1.887 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 27.783 | 1.010 | 28.793 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 4.267 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Haverhill, Merrimac, Amesbury, Salisbury and Newburyport.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (1 in number), viz.: With Boston & Maine Railroad, Elm Street, Amesbury, | 1 | 1 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 1 | - | 3 | - | 4 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | 1 | - | 1 |
| TOTALS, | - | 1 | - | 4 | - | 5 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HAVERHILL & AMESBURY STREET RAILWAY COMPANY,

MERRIMAC, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edward P. Shaw, *President*, 8 Congress Street, Boston, Mass. Edward P. Shaw, Jr., *Vice-President*, South Framingham, Mass. George A. Butman, *Treasurer and Clerk of Corporation*, 8 Congress Street, Boston, Mass. Leander E. Lynde, *Superintendent*, Merrimac, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward P. Shaw, Newburyport, Mass. Leander E. Lynde, Merrimac, Mass. Edward P. Shaw, Jr., Newton, Mass. Albert E. Pond, Brookline, Mass. George A. Butman, Malden, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

EDWARD P. SHAW,
GEO. A. BUTMAN,
E. P. SHAW, JR.,
LEANDER E. LYNDE,
Directors.
GEO. A. BUTMAN,
Treasurer.
LEANDER E. LYNDE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 8, 1905. Then personally appeared the above-named Edward P. Shaw, Geo. A. Butman, E. P. Shaw, Jr., and Leander E. Lynde, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR W. CLAPP,
Justice of the Peace.

REPORT

OF THE

HAVERHILL & BOXFORD STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

[Obtained a certificate of incorporation but has not commenced the construction of its railway.]

| GENERAL BALANCE SHEET SEPTEMBER 30, 1905. | |
|---|--------------|
| ASSETS. | DR. |
| Cost of railway: engineering and other expenses incident to construction, | \$10,504 10 |
| Cash and current assets: cash, | 495 90 |
| TOTAL, | \$11,000 00 |
| LIABILITIES. | CR. |
| Capital stock (amount paid in), | \$11,000 00 |
| TOTAL, | \$11,000 00 |
| CAPITAL STOCK. | |
| Capital stock authorized by law, | \$110,000 00 |
| Capital stock authorized by votes of company, | 110,000 00 |
| Amount paid in on shares not yet issued (10 per cent of capital), | \$11,000 00 |
| Number of subscribers, | 15 |
| Number of subscribers in Massachusetts, | 15 |
| Amount of rights to stock held in Massachusetts, | \$11,000 00 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HAVERHILL & BOXFORD STREET RAILWAY COMPANY,

HAVERHILL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Isaac C. Day, *President*, West Boxford, Mass. Charles H. Poor, *Treasurer*, Haverhill, Mass. Edmund B. Fuller, *Clerk of Corporation*, Haverhill, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward E. Pearl, West Boxford, Mass. Chas. H. Poor, Haverhill, Mass.
Isaac C. Day, West Boxford, Mass. Edmund B. Fuller, Haverhill, Mass.
Philip N. Wadleigh, Haverhill, Mass. George C. Elliott, Haverhill, Mass.
Lamont H. Chick, Haverhill, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

EDWARD E. PEARL,
CHARLES H. POOR,
ISAAC C. DAY,
EDMUND B. FULLER,
PHILIP N. WADLEIGH,
Directors.
CHARLES H. POOR,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. BOXFORD, Dec. 7, 1905. Then personally appeared the above-named Isaac C. Day, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, EDWARD E. PEARL,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. DEC. 8, 1905. Then personally appeared the above-named Edward E. Pearl, Chas. H. Poor, Edmund B. Fuller and Philip N. Wadleigh, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, HENRY G. WELLS,
Justice of the Peace.

REPORT

OF THE

HAVERHILL, GEORGETOWN & DANVERS STREET RAILWAY COMPANY

FOR THE PERIOD ENDING MARCH 25, 1905.

[Consolidated with the Georgetown, Rowley & Ipswich March 25, 1905.]

| GENERAL EXHIBIT FOR THE PERIOD. | |
|--|-------------|
| Gross earnings from operation, | \$13,235 32 |
| Operating expenses, | 10,105 13 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$3,130 19 |
| Charges upon income accrued during the period: | |
| Interest on funded debt, | \$850 69 |
| Interest and discount on unfunded debts and loans, | 694 48 |
| Taxes, State and local, | 356 90 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 1,902 07 |
| Surplus for the period ending March 25, 1905, | \$1,228 12 |
| Amount of surplus September 30, 1904, | 13,545 90 |
| Credits to profit and loss account during the period: adjustment of taxes, | \$701 32 |
| Debits to profit and loss account during the period: fire loss, 1901, | 1,615 01 |
| NET AMOUNT DEBITED TO PROFIT AND LOSS, | 913 69 |
| TOTAL SURPLUS MARCH 25, 1905, | \$13,860 33 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$13,109 10 |
| Receipts from rentals of buildings and other property, | 50 87 |
| Receipts from advertising in cars, | 51 03 |
| Receipts from interest on deposits, | 24 32 |
| GROSS EARNINGS FROM OPERATION, | \$13,235 32 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$149 05 |
| General office expenses and supplies, | 32 30 |

| | | |
|--|--|-------------|
| General expenses— <i>Concluded.</i> | | |
| Insurance, | | \$916 10 |
| Other general expenses: | | |
| Storeroom expenses, \$7.54; advertising, \$9.76, . . . | | 17 30 |
| Miscellaneous, | | 147 38 |
| Maintenance of roadway and buildings: | | |
| Repair of roadbed and track, | | 537 75 |
| Repair of electric line construction, | | 52 53 |
| Repair of buildings, | | 27 |
| Maintenance of equipment: | | |
| Repair of cars and other vehicles, | | 448 01 |
| Repair of electric equipment of cars, | | 621 33 |
| Renewal of horses, harnesses, shoeing, etc., | | 1 39 |
| Transportation expenses: | | |
| Cost of electric motive power, | | 2,884 64 |
| Wages and compensation of persons employed in conducting transportation, | | 3,168 17 |
| Removal of snow and ice, | | 494 02 |
| Damages for injuries to persons and property, | | 197 90 |
| Tolls for trackage over other railways, | | 247 89 |
| Other transportation expenses: | | |
| Car service supplies, | | 17 40 |
| Cleaning, oiling and sanding track, \$132.08; miscellaneous car service expenses, \$39.62, | | 171 70 |
| TOTAL OPERATING EXPENSES, | | \$10,105 13 |

PROPERTY ACCOUNTS.

| | | |
|---|----------|----------|
| Additions to equipment: | | |
| Electric equipment of cars, | \$273 79 | |
| Other additions to equipment: sundry equipment, | 70 85 | |
| TOTAL ADDITIONS TO EQUIPMENT, | | \$344 64 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$344 64 |

GENERAL BALANCE SHEET MARCH 25, 1905.

| ASSETS. | | DR. |
|--|-------------|--------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$74,963 18 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 18,756 75 | |
| Engineering and other expenses incident to construction, | 6,709 20 | |
| TOTAL COST OF RAILWAY OWNED, | | \$100,429 13 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$12,315 86 | |
| Electric equipment of same, | 6,159 45 | |
| Other items of equipment: sundry equipment, | 2,945 57 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 21,420 88 |

| | | | |
|--|-------------|--------------|--|
| Cost of land and buildings : | | | |
| Land necessary for operation of railway, | \$625 00 | | |
| Buildings necessary for operation of railway, | 4,900 00 | | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | \$5,525 00 | |
| TOTAL PERMANENT INVESTMENTS, | | \$127,375 01 | |
| Cash and current assets : | | | |
| Cash, | \$1,397 94 | | |
| Bills and accounts receivable, | 942 15 | | |
| Other cash and current assets : | | | |
| Notes receivable, | 2,000 00 | | |
| Prepaid insurance, | 468 32 | | |
| TOTAL CASH AND CURRENT ASSETS, | | 4,808 41 | |
| Miscellaneous assets : | | | |
| Materials and supplies, | \$705 68 | | |
| Other assets and property : special account, | 2,665 25 | | |
| TOTAL MISCELLANEOUS ASSETS, | | 3,370 93 | |
| TOTAL, | | \$135,554 35 | |
| LIABILITIES. | | Cr. | |
| Capital stock, | | \$60,000 00 | |
| Funded debt, | | 35,000 00 | |
| Current liabilities : | | | |
| Loans and notes payable, | \$25,000 00 | | |
| Audited vouchers and accounts, | 1,142 67 | | |
| Miscellaneous current liabilities : outstanding tickets, | 42 50 | | |
| TOTAL CURRENT LIABILITIES, | | 26,185 17 | |
| Accrued liabilities : | | | |
| Interest accrued and not yet due, | \$345 56 | | |
| Taxes accrued and not yet due, | 163 29 | | |
| TOTAL ACCRUED LIABILITIES, | | 508 85 | |
| Profit and loss balance (surplus), | | 13,860 33 | |
| TOTAL, | | \$135,554 35 | |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$60,000 00 | | |
| Capital stock authorized by votes of company, | 60,000 00 | | |
| Capital stock issued and outstanding, | | \$60,000 00 | |
| Number of shares issued and outstanding, | 600 | | |
| Number of stockholders, | 10 | | |
| Number of stockholders in Massachusetts, | 10 | | |
| Amount of stock held in Massachusetts, | \$60,000 00 | | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 5 | March 1, 1919, | \$35,000 00 | \$850 69 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the period, | 274,900 |
| Number carried per mile of main railway track operated, . | 46,823 |
| Number of car miles run, | 75,624 |
| Average number of persons employed, | 11 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|---------------------------------|---------------------------|------------------------------------|-------------------|
| CARS—PASSENGER SERVICE. | | | | |
| Box passenger cars, | 3 | 3 | 3 | - |
| Open passenger cars, | 3 | 3 | - | - |
| TOTAL, | 6 | 6 | 3 | 12 |
| Snow ploughs, | 1 | - | - | 2 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over Other Railways. | Total Owned, etc. |
|--|-----------------|-------------------------------------|-------------------------|
| Length of railway line, | Miles. 5.871 | Miles. .487 | Miles. 6.358 |
| Length of sidings, switches, etc., | .149 | .029 | .178 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 6.020 | .516 | 6.536 |

Names of the several cities and towns in which the railways operated by the company are located: Haverhill, Groveland and Georgetown.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (2 in number), viz.: | | |
| With Boston & Maine Railroad, Georgetown, | 2 | 1 |
| With Boston & Maine Railroad, Georgetown, | 3 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 5 | 2 |

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 3 | - | 1 | - | 4 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | 1 | - | 1 |
| TOTALS, | - | 3 | - | 2 | - | 5 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HAVERHILL, GEORGETOWN & DANVERS STREET RAILWAY
COMPANY,

84 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edward H. Hoyt, *President*, Haverhill, Mass. Charles F. Woodward, *Vice-President*, Wakefield, Mass. Philip M. Reynolds, *Treasurer*, Boston, Mass. Charles Williams, *Clerk of Corporation*, Lynn, Mass. George W. Pratt, *Superintendent*, Byfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward H. Hoyt, Haverhill, Mass. Charles F. Woodward, Wakefield, Mass. Philip M. Reynolds, Milton, Mass. Horace B. Rogers, Brockton, Mass. Charles Williams, Wakefield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHAS. F. WOODWARD,
 PHILIP M. REYNOLDS,
 H. B. ROGERS,
 CHARLES WILLIAMS,
Directors.
 PHILIP M. REYNOLDS,
Treasurer.
 GEO. W. PRATT,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 1, 1905. Then personally appeared the above-named Chas. F. Woodward, Philip M. Reynolds, H. B. Rogers and Geo. W. Pratt, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. LYNN, Nov. 1, 1905. Then personally appeared the above-named Charles Williams, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

EDMOND O'CALLAGHAN,

Justice of the Peace.

REPORT

OF THE

HAVERHILL & PLAISTOW STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

[Leased to and operated by the Exeter, Hampton & Amesbury of New Hampshire.]

| GENERAL EXHIBIT FOR THE YEAR. | | |
|---|-------------|-------------|
| Rental received from lease of railway, | | \$2,700 00 |
| Expenses and charges upon income accrued during the year: | | |
| interest on funded debt, | | 1,500 00 |
| Surplus for the year ending September 30, 1905, | | \$1,200 00 |
| Amount of surplus September 30, 1904, | | 3,150 00 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | | \$4,350 00 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1905. | | |
| ASSETS. | | DR. |
| Cost of railway: | | |
| Roadbed and tracks, | \$45,673 51 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 7,920 25 | |
| Engineering and other expenses incident to construction, | 7,857 40 | |
| Other items of railway cost: land for rights of way, | 6,478 00 | |
| TOTAL COST OF RAILWAY OWNED, | | \$67,929 16 |
| Cost of equipment: furniture and fixtures, | | 20 31 |
| TOTAL PERMANENT INVESTMENTS, | | \$67,949 47 |
| Cash and current assets: bills and accounts receivable, | | 8,210 53 |
| TOTAL, | | \$76,160 00 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$30,000 00 |
| Funded debt, | | 30,000 00 |

| | | |
|--|-------------|-------------|
| Current liabilities : | | |
| Loans and notes payable, | \$8,435 00 | |
| Matured interest coupons unpaid (including coupons due October 1), | 3,375 00 | |
| TOTAL CURRENT LIABILITIES, | | \$11,810 00 |
| Profit and loss balance (surplus), | | 4,350 00 |
| TOTAL, | | \$76,160 00 |
| PROPERTY ACCOUNTS. | | |
| Additions to railway: extension of tracks, | | \$29 75 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$29 75 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$30,000 00 | |
| Capital stock authorized by votes of company, | 30,000 00 | |
| Capital stock issued and outstanding, | | \$30,000 00 |
| Number of shares issued and outstanding, | 300 | |
| Number of stockholders, | 6 | |
| Number of stockholders in Massachusetts, | 5 | |
| Amount of stock held in Massachusetts, | \$500 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--------------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage gold bonds, | Per Cent. 5 | July 1, 1921, | \$30,000 00 | - |

RAILWAY OWNED.

| | |
|--|--------------|
| Length of railway line, | 2.682 miles. |
| Length of sidings, switches, etc., | .076 " |
| Total, computed as single track, | 2.758 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|------------|
| Length of railway line, | .619 mile. |
|-----------------------------------|------------|

Names of the several cities and towns in which the railway owned by the company is located: Haverhill.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HAVERHILL & PLAISTOW STREET RAILWAY COMPANY,

50 MERRIMAC STREET, HAVERHILL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

David A. Belden, *President*, 50 Merrimac Street, Haverhill, Mass. Frederick P. Royce, *Vice-President*, 84 State Street, Boston, Mass. Samuel P. Russell, *Treasurer and Auditor*, 50 Merrimac Street, Haverhill, Mass. Reginald H. Johnson, *Clerk of Corporation*, 53 State Street, Boston, Mass. Franklin Woodman, *General Manager*, 50 Merrimac Street, Haverhill, Mass. Clarence P. Hayden, *Superintendent*, Hampton, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

David A. Belden, Haverhill, Mass. Reginald H. Johnson, Braintree, Mass. Frederick P. Royce, Dedham, Mass. Frank W. Stearns, Newton, Mass. John Dearborn, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

DAVID A. BELDEN,
REGINALD H. JOHNSON,
JOHN DEARBORN,
Directors.
SAM'L P. RUSSELL,
Treasurer.
FRANKLIN WOODMAN,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

Essex, ss. Nov. 10, 1905. Then personally appeared the above-named Samuel P. Russell and Franklin Woodman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES H. POOR,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

Suffolk, ss. Nov. 13, 1905. Then personally appeared the above-named David A. Belden, Reginald H. Johnson and John Dearborn, and severally made oath that the foregoing certificate by them subscribed is true, to the best of their knowledge and belief,

Before me,

STEPHEN E. YOUNG,
Justice of the Peace.

REPORT

OF THE

HAVERHILL & PLAISTOW STREET RAILWAY

(EXETER, HAMPTON & AMESBURY STREET RAILWAY COMPANY, LESSEE)

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$17,002 91 |
| Operating expenses, | 11,456 05 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$5,546 86 |
| Charges upon income accrued during the year: | |
| Interest and discount on unfunded debts and loans, | \$524 28 |
| Taxes, State and local, | 291 38 |
| Rentals of leased railways: Haverhill & Plaistow, | 2,700 00 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 3,515 66 |
| Surplus for the year ending September 30, 1905, | \$2,031 20 |
| Amount of deficit September 30, 1904, | 1,267 22 |
| Credits to profit and loss account during the year: | |
| Rebate power, 1903, | \$1,500 25 |
| Adjustment account, 1902, | 201 12 |
| TOTAL CREDITS, | 1,701 37 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$2,465 35 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$16,961 98 |
| Receipts from advertising in cars, | 40 93 |
| GROSS EARNINGS FROM OPERATION, | \$17,002 91 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$504 93 |
| General office expenses and supplies, | 139 55 |
| Legal expenses, | 30 41 |
| Insurance, | 228 18 |
| Other general expenses: advertising, \$165.48; miscellaneous, \$86.02, | 251 50 |

| | |
|--|--------------------|
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | \$635 82 |
| Repair of electric line construction, | 336 15 |
| Repair of buildings, | 65 98 |
| Maintenance of equipment: repair of cars and other vehicles and repair of electric equipment of cars, | 1,101 94 |
| Transportation expenses: | |
| Cost of electric motive power, | 3,249 30 |
| Wages and compensation of persons employed in conduct- ing transportation, | 3,297 62 |
| Removal of snow and ice, | 245 33 |
| Damages for injuries to persons and property, | 842 19 |
| Rentals of buildings and other property, | 19 13 |
| Other transportation expenses: car service supplies and expenses, \$301 27; cleaning and sanding track, \$206 75, | 508 02 |
| TOTAL OPERATING EXPENSES, | \$11,456 05 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 350,059 |
| Number carried per mile of main railway track operated, . | 130,522 |
| Number of car miles run, | 72,400 |
| Average number of persons employed, | 6 |

RAILWAY LEASED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|--------------|
| Length of railway line, | 2.682 miles. |
| Length of sidings, switches, etc., | .076 " |
| Total, computed as single track, | 2 758 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|------------|
| Length of railway line, | .619 mile. |
|-----------------------------------|------------|

Names of the several cities and towns in which the railways operated by the company are located: Haverhill.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---|----------|--|----------|----------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | - | - | - |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | 2 | - | 2 |
| TOTALS, | - | - | - | 2 | - | 2 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HAVERHILL & PLAISTOW STREET RAILWAY COMPANY,
50 MERRIMAC STREET, HAVERHILL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

David A. Belden, *President*, 50 Merrimac Street, Haverhill, Mass. Frederick P. Royce, *Vice-President*, 84 State Street, Boston, Mass. Samuel P. Russell, *Treasurer and Auditor*, 50 Merrimac Street, Haverhill, Mass. Reginald H. Johnson, *Clerk of Corporation*, 53 State Street, Boston, Mass. Franklin Woodman, *General Manager*, 50 Merrimac Street, Haverhill, Mass. Clarence P. Hayden, *Superintendent*, Hampton, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

David A. Belden, Haverhill, Mass. Reginald H. Johnson, Braintree, Mass. Frederick P. Royce, Dedham, Mass. Frank W. Stearns, Newton, Mass. John Dearborn, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

DAVID A. BELDEN,
REGINALD H. JOHNSON,
JOHN DEARBORN,
Directors.
SAM'L P. RUSSELL,
Treasurer.
FRANKLIN WOODMAN,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. Nov. 10, 1905. Then personally appeared the above-named Samuel P. Russell and Franklin Woodman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES H. POOR,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 13, 1905. Then personally appeared the above-named David A. Belden, Reginald H. Johnson and John Dearborn, and severally made oath that the foregoing certificate by them subscribed is true, to the best of their knowledge and belief.

Before me,

STEPHEN E. YOUNG,
Justice of the Peace.

REPORT

OF THE

HAVERHILL & SOUTHERN NEW HAMPSHIRE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$41,915 65 |
| Operating expenses, | 34,865 43 |
| NET EARNINGS FROM OPERATION, | \$7,050 22 |
| Miscellaneous income: sale of old material, | 493 66 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$7,543 88 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, \$4,000 00 | |
| Interest and discount on unfunded debts and loans, 3,944 92 | |
| Taxes, commutation, 711 71 | |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 8,656 63 |
| Deficit for the year ending September 30, 1905, | \$1,112 75 |
| Amount of deficit September 30, 1904, | 7,767 98 |
| Credits to profit and loss account during the year: | |
| Rebate power, 1903, \$6,302 12 | |
| Rebate bond interest, 1904, 1,333 33 | |
| TOTAL CREDITS, | 7,635 45 |
| TOTAL DEFICIT SEPTEMBER 30, 1905, | \$1,245 28 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$41,810 68 |
| Receipts from advertising in cars, | 104 97 |
| GROSS EARNINGS FROM OPERATION, | \$41,915 65 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$1,565 42 |
| General office expenses and supplies, | 433 90 |
| Legal expenses, | 101 23 |

General expenses — *Concluded.*

| | |
|---|--------------------|
| Insurance, | \$653 81 |
| Other general expenses: miscellaneous, \$302.35; advertising, \$448 69, | 751 04 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 1,439 11 |
| Repair of electric line construction, | 530 03 |
| Repair of buildings, | 47 93 |
| Maintenance of equipment: repair of cars and other vehicles and repair of electric equipment of cars, | 4,839 19 |
| Transportation expenses: | |
| Cost of electric motive power, | 10,052 60 |
| Wages and compensation of persons employed in conducting transportation, | 10,291 20 |
| Removal of snow and ice, | 375 12 |
| Damages for injuries to persons and property, | 2,069 94 |
| Tolls for trackage over other railways, | 149 04 |
| Rentals of buildings and other property, | 59 32 |
| Other transportation expenses: car service supplies and expenses, \$872 01; cleaning and sanding track, \$634.54, | 1,506 55 |
| TOTAL OPERATING EXPENSES, | \$34,865 43 |

PROPERTY ACCOUNTS.

| | |
|--|-----------------|
| Additions to railway: extension of tracks, | \$206 08 |
| Additions to equipment: additional cars, | 104 40 |
| Additions to land and buildings: additional land necessary for operation of railway and rights of way, | 69 08 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$379 56 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | | Dr. |
|--|--------------|---------------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$110,783 67 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 23,784 58 | |
| Interest accrued during construction of railway, | 1,959 51 | |
| Engineering and other expenses incident to construction, | 24,107 93 | |
| Other items of railway cost: land for rights of way, | 3,899 75 | |
| TOTAL COST OF RAILWAY OWNED, | | \$164,535 44 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$30,024 36 | |
| Electric equipment of same, | 26,411 30 | |
| Other items of equipment: shop tools, \$29.65; office furniture, \$297.92, | 327 57 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 56,763 23 |
| TOTAL PERMANENT INVESTMENTS, | | \$221,298 67 |
| Cash and current assets: bills and accounts receivable, | | 6,226 05 |
| Profit and loss balance (deficit), | | 1,245 28 |
| TOTAL, | | \$228,770 00 |

| LIABILITIES. | | CR. | |
|---|-------------|-----|--------------|
| Capital stock, | | | \$80,000 00 |
| Funded debt, | | | 80,000 00 |
| Current liabilities: | | | |
| Loans and notes payable, | \$63,770 00 | | |
| Matured interest coupons unpaid (including coupons due October 1), | 5,000 00 | | |
| TOTAL CURRENT LIABILITIES, | | | 68,770 00 |
| TOTAL, | | | \$228,770 00 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$80,000 00 | | |
| Capital stock authorized by votes of company, | 80,000 00 | | |
| Capital stock issued and outstanding, | | | \$80,000 00 |
| Number of shares issued and outstanding, | 800 | | |
| Number of stockholders, | 6 | | |
| Number of stockholders in Massachusetts, | 5 | | |
| Amount of stock held in Massachusetts, | \$500 00 | | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--------------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage gold bonds, | Per Cent. 5 | Jan. 1, 1923, | \$80,000 00 | - |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 889,329 |
| Number carried per mile of main railway track operated, | 111,978 |
| Number of car miles run, | 223,000 |
| Average number of persons employed, | 17 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 5 | 5 | 5 | 20 |
| Open passenger cars, | 6 | 6 | - | 24 |
| TOTAL, | 11 | 11 | 5 | 44 |
| Snow ploughs, | 1 | - | - | - |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over Other Railways. | Total Owned, etc. |
|---|-----------------|-------------------------------------|-------------------------|
| Length of railway line, | Miles. 7.892 | Miles. .050 | Miles. 7.942 |
| Length of sidings, switches, etc, | .296 | - | .296 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 8.188 | .050 | 8.238 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 1.625 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Methuen, Haverhill and Ayers' Village.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | - | - | - |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | 4 | - | 4 |
| TOTALS, | - | - | - | 4 | - | 4 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HAVERHILL & SOUTHERN NEW HAMPSHIRE STREET RAILWAY
COMPANY,

50 MERRIMAC STREET, HAVERHILL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

David A. Belden, *President*, 50 Merrimac Street, Haverhill, Mass. Frederick P. Royce, *Vice-President*, 84 State Street, Boston, Mass. Samuel P. Russell, *Treasurer and Auditor*, 50 Merrimac Street, Haverhill, Mass. Reginald H. Johnson, *Clerk of Corporation*, 53 State Street, Boston, Mass. Samuel W. Emery, *General Counsel*, 53 State Street, Boston, Mass. Franklin Woodman, *General Manager*, 50 Merrimac Street, Haverhill, Mass. Robert H. Dunbar, *Superintendent*, Salem, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

David A. Belden, Haverhill, Mass. Reginald H. Johnson, Braintree, Mass.
Frederick P. Royce, Dedham, Mass. Frank W. Stearns, Newton, Mass.
John Dearborn, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

DAVID A. BELDEN,
REGINALD H. JOHNSON,
JOHN DEARBORN,
Directors.
SAM'L P. RUSSELL,
Treasurer.
FRANKLIN WOODMAN,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

Essex, ss. Nov. 10, 1905. Then personally appeared the above-named Samuel P. Russell and Franklin Woodman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES H. POOR,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

Suffolk, ss. Nov. 13, 1905. Then personally appeared the above-named David A. Belden, Reginald H. Johnson and John Dearborn, and severally made oath that the foregoing certificate by them subscribed is true, to the best of their knowledge and belief.

Before me,

STEPHEN E. YOUNG,
Justice of the Peace.

REPORT

OF THE

HOLYOKE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|--------------|
| Gross earnings from operation, | \$392,696 23 |
| Operating expenses, | 258,333 03 |
| NET EARNINGS FROM OPERATION, | \$134,363 20 |
| Miscellaneous income: | |
| Mt. Tom Summit House, | \$8,592 66 |
| Mountain Park, | 19,363 74 |
| TOTAL MISCELLANEOUS INCOME. | 27,956 40 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$162,319 60 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$30,000 00 |
| Interest and discount on unfunded debts and loans, | 5,550 02 |
| Taxes, State and local, | \$19,628 06 |
| Taxes, commutation, | 8,587 40 |
| | 28,215 46 |
| Rentals of leased railways: | |
| Mt Tom Railroad, | \$6,000 00 |
| Hampshire Street Railway, | 2,250 00 |
| | 8,250 00 |
| Other deductions from income: Mountain Park, | 18,595 84 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . | 90,611 32 |
| NET DIVISIBLE INCOME, | \$71,708 28 |
| Dividends declared (8 per cent), | 56,000 00 |
| Surplus for the year ending September 30, 1905, | \$15,708 28 |
| Amount of surplus September 30, 1904, | 64,967 35 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$80,675 63 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, \$378,061 83; Hampshire Street Railway (from January 17, 1905, to September 30, 1905), \$6,022 32, | \$384,084 15 |
| Receipts from carriage of mails, | 1,085 71 |
| Receipts from carriage of freight (stone for highway), . . | 4,402 46 |

| | |
|--|---------------------|
| Receipts from tolls for use of tracks by other companies, | \$526 08 |
| Receipts from rentals of buildings and other property, | 196 00 |
| Receipts from advertising in cars, | 1,750 00 |
| Receipts from interest on deposits, | 516 33 |
| Other earnings from operation: rental of cars, | 135 50 |
| GROSS EARNINGS FROM OPERATION, | \$392,696 23 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$11,270 93 |
| General office expenses and supplies, | 561 37 |
| Legal expenses, | 250 00 |
| Insurance, | 1,942 53 |
| Other general expenses: telephones, directors' meetings, printing, travelling expenses, periodicals, etc., | 1,830 62 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 47,923 47 |
| Repair of electric line construction, | 4,977 12 |
| Repair of buildings, | 1,059 59 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 20,396 45 |
| Repair of electric equipment of cars, | 13,170 64 |
| Transportation expenses: | |
| Cost of electric motive power, \$38,245.33; less power sold, \$175; net, | 38,070 33 |
| Wages and compensation of persons employed in conducting transportation, | 97,636 83 |
| Removal of snow and ice, | 3,125 13 |
| Damages for injuries to persons and property, | 14,158 68 |
| Other transportation expenses: coal, oil, printing, detective service, water rents, | 1,959 34 |
| TOTAL OPERATING EXPENSES, | \$258,333 03 |
| PROPERTY ACCOUNTS. | |
| Additions to railway: feed wires, block signals and improvement of roadbed, | \$10,892 95 |
| Additions to equipment: vestibule doors on 35 cars, | 2,426 68 |
| Additions to land and buildings: | |
| Additional land necessary for operation of railway, | \$11,872 21 |
| Additional equipment of power stations, | 2,163 61 |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | 14,035 82 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$27,355 45 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): | |
| Old material sold and credited to power house, | \$74 59 |
| Old material sold and credited to construction of overhead lines, | 114 86 |
| TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, | 189 45 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | \$27,166 00 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | | DR. | |
|---|-----------|-----|----------------|
| Cost of railway: | | | |
| Roadbed and tracks, | \$666,728 | 10 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 117,871 | 65 | |
| TOTAL COST OF RAILWAY OWNED, | | | \$784,599 75 |
| Cost of equipment: | | | |
| Cars and other rolling stock and vehicles, and electric equipment of same, | \$315,869 | 62 | |
| Horses, | 1,000 | 00 | |
| TOTAL COST OF EQUIPMENT OWNED, | | | 316,869 62 |
| Cost of land and buildings: | | | |
| Land necessary for operation of railway, | \$65,482 | 21 | |
| Electric power stations, including equipment, | 274,160 | 02 | |
| Other buildings necessary for operation of railway, | 51,123 | 20 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | | 390,765 43 |
| Other permanent property: | | | |
| Grover block, | \$5,000 | 00 | |
| Mountain Park investment, | 29,000 | 00 | |
| TOTAL COST OF OTHER PERMANENT PROPERTY OWNED, | | | 34,000 00 |
| TOTAL PERMANENT INVESTMENTS, | | | \$1,526,234 80 |
| Cash and current assets: | | | |
| Cash, | \$43,226 | 89 | |
| Bills and accounts receivable, | 3,855 | 83 | |
| TOTAL CASH AND CURRENT ASSETS, | | | 47,082 72 |
| Miscellaneous assets: materials and supplies, | | | 24,073 74 |
| TOTAL, | | | \$1,597,391 26 |
| LIABILITIES. | | CR. | |
| Capital stock, | | | |
| Funded debt, | | | \$700,000 00 |
| Current liabilities: | | | |
| Loans and notes payable, | \$166,012 | 94 | |
| Audited vouchers and accounts, | 15,148 | 35 | |
| TOTAL CURRENT LIABILITIES, | | | 181,161 29 |
| Accrued liabilities: | | | |
| Interest accrued and not yet due, | \$450 | 00 | |
| Taxes accrued and not yet due, | 26,791 | 84 | |
| Rentals accrued and not yet due, | 6,750 | 00 | |
| Miscellaneous accrued liabilities: insurance, | 1,562 | 50 | |
| TOTAL ACCRUED LIABILITIES, | | | 35,554 34 |
| Profit and loss balance (surplus), | | | 80,675 63 |
| TOTAL, | | | \$1,597,391 26 |

| CAPITAL STOCK. | | | |
|---|--------------|--|--------------|
| Capital stock authorized by law, | \$700,000 00 | | |
| Capital stock authorized by votes of company, | 700,000 00 | | |
| Capital stock issued and outstanding, | | | \$700,000 00 |
| Number of shares issued and outstanding, | 7,000 | | |
| Number of stockholders, | 211 | | |
| Number of stockholders in Massachusetts, | 178 | | |
| Amount of stock held in Massachusetts, | \$631,000 00 | | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|----------------------------|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| Debenture bonds, | 5 | April 1, 1915, | \$250,000 00 | \$12,500 00 |
| Debenture bonds, | 5 | Oct. 1, 1920, | 85,000 00 | 4,250 00 |
| Debenture bonds, | 5 | April 1, 1923, | 265,000 00 | 13,250 00 |
| TOTALS, | | | \$600,000 00 | \$30,000 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 7,727,883 |
| Number carried per mile of main railway track operated, | 160,663 |
| Number of car miles run, | 1,709,997 |
| Average number of persons employed, | 246 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 39 | 39 | 39 | - |
| Open passenger cars, | 67 | 65 | - | - |
| TOTAL, | 106 | 104 | 39 | 220 |
| CARS — OTHER SERVICE. | | | | |
| Mail cars, | $\frac{1}{2}$ | - | - | - |
| Work cars, | 3 | 3 | - | - |
| Other cars, | 3 | - | - | - |
| TOTAL, | 6 $\frac{1}{2}$ | 3 | - | - |
| Snow ploughs, | 9 | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|---|----|
| Carts and snow sleds (1 cart, 1 sled), | 2 |
| Other railway rolling stock: 1 sweeper, 6 dump cars, 4 flat cars, | 11 |
| Other highway vehicles: 1 tower wagon, 2 other wagons, 1 sleigh, | 4 |
| Horses, | 4 |
| Other items of equipment: 2 double and 2 single harnesses, . | 4 |

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Held under Lease or Contract. | Total Owned, Leased, etc. |
|--|--------|-------------------------------|---------------------------|
| | Miles. | Miles. | Miles. |
| Length of railway line, | 35.650 | 5.240 | 40.890 |
| Length of second main track, | 7.210 | - | 7.210 |
| TOTAL LENGTH OF MAIN TRACK, | 42.860 | 5.240 | 48.100 |
| Length of sidings, switches, etc., | 3.160 | .330 | 3.490 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 46.020 | 5.570* | 51.590 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | Owned. | Operated. |
|--|--------|-----------|
| | Miles. | Miles. |
| Length of railway line, | 8.205 | 11.265 |
| Length of second main track, | 1.957 | 1.957 |
| TOTAL LENGTH OF MAIN TRACK, | 10.162 | 13.222 |

Names of the several cities and towns in which the railways operated by the company are located: Holyoke, Chicopee, Northampton and South Hadley.

GRADE CROSSINGS WITH RAILROADS

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (4 in number), viz.: — | | |
| With New York, New Haven & Hartford Railroad, Dwight and Front streets, Holyoke, | 2 | 2 |
| With Boston & Maine Railroad, Main Street, near Cross Street, . . | 1 | 2 |
| With Boston & Maine Railroad, Cabot Street, near 3d-level canal, . | 3 | 1 |
| With Boston & Maine Railroad, Cabot and Race streets, | 1 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 7† | 6 |

* Includes 4.570 miles leased of the Hampshire Street Railway Co. from January 17, 1905.

† All the crossings of railroads are side tracks which are used for freight.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 20 | 1 | 5 | 1 | 25 |
| Employees, | - | - | 1 | 2 | 1 | 2 |
| Other persons, | - | - | - | 6 | - | 6 |
| TOTALS, | - | 20 | 2 | 13 | 2 | 33 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HOLYOKE STREET RAILWAY COMPANY,
25 CANAL STREET, HOLYOKE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William S. Loomis, *President and General Manager*, 25 Canal Street, Holyoke, Mass. Louis D. Pellissier, *Treasurer and Clerk of Corporation*, 25 Canal Street, Holyoke, Mass. George H. Hunter, *Superintendent*, 25 Canal Street, Holyoke, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William S. Loomis, Holyoke, Mass. John G. Mackintosh, Holyoke, Mass. Jeremiah F. Sullivan, Holyoke, Mass. Frederick Harris, Springfield, Mass. Newrie D. Winter, Springfield, Mass. Louis D. Pellissier, Holyoke, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WM. S. LOOMIS,
J. G. MACKINTOSH,
J. F. SULLIVAN,
LOUIS D. PELLISSIER,
Directors.
LOUIS D. PELLISSIER,
Treasurer.
GEORGE H. HUNTER,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. HOLYOKE, Oct. 31, 1905. Then personally appeared the above-named Wm. S. Loomis, J. G. Mackintosh, J. F. Sullivan, Louis D. Pellissier and George H. Hunter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

THOMAS W. SPENCER,
Notary Public.

REPORT

OF THE

HOOSAC VALLEY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|--------------|
| Gross earnings from operation, | \$164,681 62 |
| Operating expenses, | 113,472 26 |
| NET EARNINGS FROM OPERATION, | \$51,209 36 |
| Miscellaneous income: | |
| Park receipts, | \$2,173 60 |
| Scrap sold, | 44 04 |
| TOTAL MISCELLANEOUS INCOME, | 2,217 64 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$53,427 00 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$16,640 28 |
| Interest and discount on unfunded debts and loans, | 2,275 37 |
| Taxes, State and local, | \$7,207 38 |
| Taxes, commutation, | 3,051 76 |
| | 10,259 14 |
| Other deductions from income: park expenses, | 3,203 45 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 32,378 24 |
| NET DIVISIBLE INCOME, | \$21,048 76 |
| Dividends declared (5 per cent), | 20,000 00 |
| Surplus for the year ending September 30, 1905, | \$1,048 76 |
| Amount of surplus September 30, 1904, | 43,776 17 |
| Debits to profit and loss account during the year: discount on sale of 50 \$1,000 bonds, | 779 17 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$44,045 76 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$162,932 85 |
| Receipts from carriage of express and parcels, | 715 00 |
| Receipts from rentals of buildings and other property, | 169 61 |
| Receipts from interest on deposits, | 72 06 |
| Other earnings from operation: special cars, | 792 10 |
| GROSS EARNINGS FROM OPERATION, | \$164,681 62 |

| EXPENSES OF OPERATION. | |
|--|---------------------|
| General expenses: | |
| Salaries of general officers and clerks, | \$2,917 92 |
| General office expenses and supplies, | 1,034 47 |
| Legal expenses, | 200 00 |
| Insurance, | 1,266 54 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 10,159 44 |
| Repair of electric line construction, | 1,048 50 |
| Repair of buildings, | 449 87 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 12,044 75 |
| Repair of electric equipment of cars, | 8,176 56 |
| Transportation expenses: | |
| Cost of electric motive power, | 34,848 44 |
| Wages and compensation of persons employed in conducting transportation, | 33,807 99 |
| Removal of snow and ice, | 2,403 23 |
| Damages for injuries to persons and property, | 2,518 36 |
| Other transportation expenses, | 839 45 |
| Repair of power plant machinery, | 1,756 74 |
| TOTAL OPERATING EXPENSES, | \$113,472 26 |

| PROPERTY ACCOUNTS. | |
|--|---------------------|
| Additions to railway: | |
| Extension of tracks (length, 8,397 feet), | \$26,960 29 |
| New electric line construction (length, 100 feet), | 97 73 |
| Other additions to railway: interest during construction, | 5,200 00 |
| TOTAL ADDITIONS TO RAILWAY, | \$32,258 02 |
| Additions to land and buildings: additional equipment of power stations, | 69,038 66 |
| Additions to other permanent property: additions to park, | 1,209 88 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$102,506 56 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): generator sold, | 1,250 00 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | \$101,256 56 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905

| ASSETS. | | DR. |
|--|---------------------|-----|
| Cost of railway: | | |
| Roadbed and tracks, | \$529,785 49 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 66,416 21 | |
| Interest accrued during construction of railway, | 17,608 96 | |
| TOTAL COST OF RAILWAY OWNED, | \$613,810 66 | |

| | | | |
|--|--------------|----|----------------|
| Cost of equipment: | | | |
| Cars and other rolling stock and vehicles, | \$81,013 74 | | |
| Electric equipment of same, | 58,256 03 | | |
| Other items of equipment: tools and appli- ances, | 9,279 19 | | |
| TOTAL COST OF EQUIPMENT OWNED, | | | \$148,548 96 |
| Cost of land and buildings: | | | |
| Land necessary for operation of railway, | \$24,775 33 | | |
| Electric power stations, including equipment, | 140,949 37 | | |
| Other buildings necessary for operation of railway, | 41,837 14 | | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | | 207,561 84 |
| Other permanent property: | | | |
| Park, | \$15,868 28 | | |
| Morey farm, | 7,500 00 | | |
| TOTAL COST OF OTHER PERMANENT PROPERTY OWNED, | | | 23,368 28 |
| TOTAL PERMANENT INVESTMENTS, | | | \$993,289 74 |
| Cash and current assets: cash, | | | 7,857 09 |
| Miscellaneous assets: materials and supplies, | | | 398 93 |
| TOTAL, | | | \$1,001,545 76 |
| LIABILITIES. | | Cr | |
| Capital stock, | | | \$400,000 00 |
| Funded debt, | | | 400,000 00 |
| Current liabilities: loans and notes payable, | | | 157,500 00 |
| Profit and loss balance (surplus), | | | 44,045 76 |
| TOTAL, | | | \$1,001,545 76 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$500,000 00 | | |
| Capital stock authorized by votes of company, | 500,000 00 | | |
| Capital stock issued and outstanding, | | | \$400,000 00 |
| Number of shares issued and outstanding, | 4,000 | | |
| Number of stockholders, | 35 | | |
| Number of stockholders in Massachusetts, | 33 | | |
| Amount of stock held in Massachusetts, | \$320,000 00 | | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|-------------------------------------|----------------------|----------------------|------------------------|--------------------------------------|
| First mortgage bonds, | Per Cent. 5 | July 1, 1917, | \$100,000 00 | \$5,000 00 |
| Refunding mortgage bonds, | 4 | Sept. 1, 1924, | 300,000 00 | 11,640 28 |
| TOTALS, | | | \$400,000 00 | \$16,640 28 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 3,293,632 |
| Number carried per mile of main railway track operated, | 119,214 |
| Number of car miles run, | 932,466 |
| Average number of persons employed, | 100 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Total Pas- senger Cars. | Equipped with Fenders. | Equipped with Electric Heaters | Number of Motors. |
|--------------------------------|---------------------------------|---------------|----------------------------|---------------------------|-----------------------------------|-------------------|
| CARS—PASSENGER SERVICE. | | | | | | |
| Box passenger cars, | 12 | 7 | 19 | 19 | 19 | 46 |
| Open passenger cars, | 17 | — | 17 | 17 | — | 52 |
| TOTAL, | 29 | 7 | 36 | 36 | 19 | 98 |
| CARS—OTHER SERVICE. | | | | | | |
| Other cars, | 2 | — | — | — | — | — |
| Snow ploughs, | 3 | — | — | — | — | — |

MISCELLANEOUS EQUIPMENT.

| | |
|---------------------------------|---|
| Carts and snow sleds, | 3 |
| Horses, | 1 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 27.628 miles. |
| Length of sidings, switches, etc., | .921 " |
| Total, computed as single track, | 28.549 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|--|--------------|
| Length of railway line, | 5.185 miles. |
| Length of second main track, | .185 " |
| Total length of main track, | 5.370 " |

Names of the several cities and towns in which the railways operated by the company are located: North Adams, Williamstown, Adams, Clarksburg and Cheshire.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (6 in number), viz.:— | | |
| With Boston & Maine Railroad, West Main Street, North Adams, . | 2 | 1 |
| With Boston & Maine Railroad, Cole Avenue, Williamstown, . . | 2 | 1 |
| With Boston & Maine Railroad, State Street, North Adams, . . | 2 | 1 |
| With Boston & Albany Railroad, Park Street, Adams, | 1 | 1 |
| With Boston & Albany Railroad, Columbia Street, Adams, . . . | 1 | 1 |
| With Boston & Albany Railroad, Commercial Street, Adams, . . | 1 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 9 | 6 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 6

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 10 | - | 5 | - | 15 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | 1 | 3 | 1 | 3 |
| TOTALS, | - | 10 | 1 | 8 | 1 | 18 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HOOSAC VALLEY STREET RAILWAY COMPANY,

NORTH ADAMS, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Arthur H. Rice, *President*, Pittsfield, Mass. Ezra D. Whitaker, *Vice-President*, North Adams, Mass. William L. Adam, *Treasurer*, Pittsfield, Mass. S. Proctor Thayer, *Clerk of Corporation*, North Adams, Mass. Peter C. and Patrick H. Dolan, *General Managers*, Pittsfield, Mass. William T. Nary, *Superintendent*, North Adams, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS

Arthur H. Rice, Pittsfield, Mass. Ezra D. Whitaker, North Adams, Mass. William L. Adam, Pittsfield, Mass. S. Proctor Thayer, North Adams, Mass. Patrick H. Dolan, Pittsfield, Mass. William B. Plunkett, Adams, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WILLIAM L. ADAM,
A. H. RICE,
P. H. DOLAN,
S. PROCTOR THAYER,
EZRA D. WHITAKER,

Directors.

WILLIAM L. ADAM,

Treasurer.

WILLIAM T. NARY,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, SS. OCT. 25, 1905. Then personally appeared the above-named William L. Adam, A. H. Rice, P. H. Dolan, S. Proctor Thayer, Ezra D. Whitaker, Directors, William T. Nary, Superintendent, and William L. Adam, Treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JAMES TRACY POTTER,
Justice of the Peace.

REPORT

OF THE

HORSE NECK BEACH STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

[Railway in process of construction.]

| GENERAL BALANCE SHEET SEPTEMBER 30, 1905. | |
|---|-------------|
| ASSETS. | Dr |
| Cost of railway: | |
| Roadbed and tracks, | \$26,006 09 |
| Engineering and other expenses incident to construction, | 8,764 99 |
| Other items of railway cost, | 428 57 |
| TOTAL COST OF RAILWAY OWNED, | \$35,199 65 |
| Cost of equipment: office furniture, | 287 65 |
| Cost of land and buildings: land necessary for operation of railway, | 1,200 00 |
| Other permanent property: land, | 100 00 |
| TOTAL PERMANENT INVESTMENTS, | \$36,787 30 |
| TOTAL, | \$36,787 30 |
| LIABILITIES. | Cr. |
| Capital stock (amount paid in), | \$22,710 00 |
| Current liabilities: | |
| Audited vouchers and accounts, | \$12,448 13 |
| Salaries and wages, | 1,629 17 |
| TOTAL CURRENT LIABILITIES, | 14,077 30 |
| TOTAL, | \$36,787 30 |
| PROPERTY ACCOUNTS. | |
| Additions to railway: | |
| Extension of tracks, | \$2,403 27 |
| Other additions to railway, | 1,685 10 |
| TOTAL ADDITIONS TO RAILWAY, | \$4,088 37 |

| CAPITAL STOCK. | | |
|--|--------------|-------------|
| Capital stock authorized by law, | \$200,000 00 | |
| Capital stock authorized by votes of company, | 200,000 00 | |
| Amount paid in on 228 shares not yet issued, | | \$22,710 00 |
| Number of subscribers, | 55 | |
| Number of subscribers in Massachusetts, | 52 | |
| Amount of subscriptions held in Massachusetts, | \$21,510 00 | |

RAILWAY OWNED.

| | |
|--|--------------|
| Length of railway line (in process of construction and partially completed), | 8.000 miles. |
|--|--------------|

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HORSE NECK BEACH STREET RAILWAY COMPANY,
262 WASHINGTON STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

N. Lewis Sheldon, *Vice-President and General Counsel*, 27 School Street, Boston, Mass. Benjamin W. Carlow, *Treasurer*, 262 Washington Street, Boston, Mass. Charles F. Parker, *Clerk of Corporation and General Manager*, Woonsocket, R. I. Frank H. Walker, *Auditor*, Newton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

N. Lewis Sheldon, Boston, Mass. Benjamin W. Carlow, Worcester, Mass. Charles F. Parker, Woonsocket, R. I. Clarence M. Wing, Palmer, Mass. Charles T. Gifford, Westport, Mass. Paul M. White, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

BENJAMIN W. CARLOW,
CHARLES T. GIFFORD,
CHARLES F. PARKER,
PAUL M. WHITE,
Directors.
BENJAMIN W. CARLOW,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 25, 1905. Then personally appeared the above-named Benjamin W. Carlow, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

JOHN W. THRESHIE,

Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Dec. 2, 1905. Then personally appeared the above-named Charles T. Gifford, Charles F. Parker and Paul M. White, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

N. L. SHELDON,

Notary Public.

REPORT

OF THE

INTERSTATE CONSOLIDATED STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|--------------|
| Gross earnings from operation, | \$152,036 33 |
| Operating expenses, | 119,842 02 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$32,194 31 |
| Charges upon income accrued during the year: taxes, State and local, | 7,673 61 |
| NET DIVISIBLE INCOME, | \$24,520 70 |
| Dividends declared (7 per cent), | 19,250 00 |
| Surplus for the year ending September 30, 1905, | \$5,270 70 |
| Amount of surplus September 30, 1904, | 32,708 92 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$37,979 62 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$152,036 33 |
| GROSS EARNINGS FROM OPERATION, | \$152,036 33 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$3,000 00 |
| General office expenses and supplies, | 321 81 |
| Legal expenses, | 322 30 |
| Maintenance of roadway and buildings: repair of roadbed and track, repair of electric line construction, and repair of buildings, | 28,341 90 |
| Transportation expenses: | |
| Cost of electric motive power, | 32,026 36 |
| Wages and compensation of persons employed in conducting transportation, | 39,621 99 |
| Damages for injuries to persons and property, | 9,122 18 |
| Rentals of buildings and other property, | 7,085 48 |
| TOTAL OPERATING EXPENSES, | \$119,842 02 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | | Dr. |
|---|--------------|--------------|
| Cost of railway : | | |
| Roadbed and tracks, | \$171,857 21 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 74,923 87 | |
| TOTAL COST OF RAILWAY OWNED, | | \$246,781 08 |
| Cost of equipment, | | 1,218 92 |
| Cost of land and buildings : | | |
| Land necessary for operation of railway, | \$2,000 00 | |
| Buildings necessary for operation of railway, | 25,000 00 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 27,000 00 |
| TOTAL PERMANENT INVESTMENTS, | | \$275,000 00 |
| Cash and current assets : bills and accounts receivable, | | 37,979 62 |
| TOTAL, | | \$312,979 62 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$275,000 00 |
| Profit and loss balance (surplus), | | 37,979 62 |
| TOTAL, | | \$312,979 62 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$275,000 00 | |
| Capital stock authorized by votes of company, | 275,000 00 | |
| Capital stock issued and outstanding, | | \$275,000 00 |
| Number of shares issued and outstanding, | 2,750 | |
| Number of stockholders, | 5 | |
| Number of stockholders in Massachusetts, | 1 | |
| Amount of stock held in Massachusetts, | \$55,000 00 | |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 3,021,442 |
| Number carried per mile of main railway track operated, | 147,000 |
| Number of car miles run, | 566,838 |
| Average number of persons employed, | 118 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 20.540 miles. |
| Length of sidings, switches, etc., | 1.100 " |
| Total, computed as single track, | 21.640 " |

Names of the several cities and towns in which the railways operated by the company are located : Attleborough, North Attleborough, Seekonk and Wrentham.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (2 in number), viz.:— | | |
| With New York, New Haven & Hartford Railroad, at North Main Street, Attleborough, | 1 | 1 |
| With New York, New Haven & Hartford Railroad, at Commonwealth Avenue, North Attleborough, | 3 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 4 | 2 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 56 | - | - | - | 56 |
| Employees, | - | - | - | 1 | - | 1 |
| Other persons, | - | - | - | 2 | - | 2 |
| TOTALS, | - | 56 | - | 3 | - | 59 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

INTERSTATE CONSOLIDATED STREET RAILWAY COMPANY,
PROVIDENCE, R. I.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Marsden J. Perry, *President*, Providence, R. I. Benjamin A. Jackson, *Vice-President*, Providence, R. I. Cornelius S. Sweetland, *Treasurer and Clerk of Corporation*, Providence, R. I. Albert T. Potter, *General Manager*, Providence, R. I.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Marsden J. Perry, Providence, R. I. Benjamin A. Jackson, Providence, R. I. Clarence L. Watson, Attleborough, Mass. Albert T. Potter, Providence, R. I. Cornelius S. Sweetland, Providence, R. I.

We hereby certify that the statements contained in the foregoing report are full, just and true.

MARSDEN J. PERRY,
BENJ. A. JACKSON,
CLARENCE L. WATSON,
CORNELIUS S. SWEETLAND,
ALBERT T. POTTER,
Directors.
CORNELIUS S. SWEETLAND,
Treasurer.

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS.

COUNTY AND CITY OF PROVIDENCE, SS. OCT. 28, 1905. Then personally appeared the above-named Marsden J. Perry, Benjamin A. Jackson, Clarence L. Watson, Cornelius S. Sweetland and Albert T. Potter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HENRY V. A. JOSLIN,
Justice of the Peace.

REPORT

OF THE

LAWRENCE & METHUEN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$63,098 59 |
| Operating expenses, | 55,551 39 |
| NET EARNINGS FROM OPERATION, | \$7,547 20 |
| Miscellaneous income: sale of old material, | 768 63 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$8,315 83 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$6,250 00 |
| Interest and discount on unfunded debts and loans, | 4,792 11 |
| Taxes, State and local, | 1,087 01 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 12,129 12 |
| Deficit for the year ending September 30, 1905, | \$3,813 29 |
| Amount of deficit September 30, 1904, | 5,559 32 |
| Credits to profit and loss account during the year: | |
| Rebate power, 1903, | \$7,740 80 |
| Rebate bond interest, 1904, | 2,083 34 |
| TOTAL CREDITS, | 9,824 14 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$451 53 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$62,926 38 |
| Receipts from advertising in cars, | 172 21 |
| GROSS EARNINGS FROM OPERATION, | \$63,098 59 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$2,525 52 |
| General office expenses and supplies, | 695 14 |
| Legal expenses, | 161 34 |
| Insurance, | 1,049 27 |
| Other general expenses: advertising, \$648.85; miscellaneous, \$485.74, | 1,134 59 |

| | |
|---|-------------|
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | \$2,245 37 |
| Repair of electric line construction, | 844 92 |
| Repair of buildings, | 79 54 |
| Maintenance of equipment: repair of cars and other vehicles and repair of electric equipment of cars, | 7,737 55 |
| Transportation expenses: | |
| Cost of electric motive power, | 15,960 33 |
| Wages and compensation of persons employed in conducting transportation, | 16,159 55 |
| Removal of snow and ice, | 643 93 |
| Damages for injuries to persons and property, | 3,120 00 |
| Tolls for trackage over other railways, | 676 34 |
| Rentals of buildings and other property, | 96 80 |
| Other transportation expenses: car service supplies and expenses, \$1,390.48; cleaning and sanding track, \$1,030.72, | 2,421 20 |
| TOTAL OPERATING EXPENSES, | \$55,551 39 |

PROPERTY ACCOUNTS.

| | |
|---|----------|
| Additions to railway: | |
| Extension of tracks, | \$401 22 |
| Other additions to railway: land for rights of way, | 11 21 |
| TOTAL ADDITIONS TO RAILWAY, | \$412 43 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): overhead, reduced valuation, | |
| | 76 92 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | \$335 51 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | | DR. |
|--|--------------|--------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$199,026 99 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 45,818 33 | |
| Interest accrued during construction of railway, | 1,056 72 | |
| Engineering and other expenses incident to construction, | 25,678 48 | |
| Other items of railway cost: land for rights of way, | 16,801 50 | |
| TOTAL COST OF RAILWAY OWNED, | | \$288,382 02 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$35,173 05 | |
| Electric equipment of same, | 28,863 00 | |
| Other items of equipment: furniture and fixtures, | 231 55 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 64,267 60 |
| TOTAL PERMANENT INVESTMENTS, | | \$352,649 62 |
| Cash and current assets: bills and accounts receivable, | | 8,989 41 |
| TOTAL, | | \$361,639 03 |

| LIABILITIES. | | Cr. | |
|---|--------------|-----|--------------|
| Capital stock, | | | \$150,000 00 |
| Funded debt, | | | 125,000 00 |
| Current liabilities: | | | |
| Loans and notes payable, | \$78,375 00 | | |
| Matured interest coupons unpaid (including coupons due October 1), | 7,812 50 | | |
| TOTAL CURRENT LIABILITIES, | | | 86,187 50 |
| Profit and loss balance (surplus), | | | 451 53 |
| TOTAL, | | | \$361,639 03 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$150,000 00 | | |
| Capital stock authorized by votes of company, | 150,000 00 | | |
| Capital stock issued and outstanding, | | | \$150,000 00 |
| Number of shares issued and outstanding, | 1,500 | | |
| Number of stockholders, | 6 | | |
| Number of stockholders in Massachusetts, | 5 | | |
| Amount of stock held in Massachusetts, | \$500 00 | | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--------------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage gold bonds, | Per Cent. 5 | Jan. 1, 1923, | \$125,000 00 | - |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 1,273,198 |
| Number carried per mile of main railway track operated, | 99,914 |
| Number of car miles run, | 350,900 |
| Average number of persons employed, | 28 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors |
|--------------------------------|------------------------------|------------------------|---------------------------------|------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 5 | 5 | 5 | 20 |
| Open passenger cars, | 7 | 7 | - | 28 |
| TOTAL, | 12 | 12 | 5 | 48 |
| Snow ploughs, | 2 | - | - | - |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over Other Railways. | Total Owned, etc. |
|--|--------|-------------------------------------|----------------------|
| | Miles. | Miles. | Miles. |
| Length of railway line, | 12.518 | .225 | 12.743 |
| Length of sidings, switches, etc., | .437 | - | .437 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 12.955 | .225 | 13.180 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 2.700 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Lawrence and Methuen.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the board.)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 1 | - | 6 | - | 7 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | 2 | 7 | 2 | 7 |
| TOTALS, | - | 1 | 2 | 13 | 2 | 14 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LAWRENCE & METHUEN STREET RAILWAY COMPANY,

50 MERRIMAC STREET, HAVERHILL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

David A. Belden, *President*, 50 Merrimac Street, Haverhill, Mass. Frederick P. Royce, *Vice-President*, 84 State Street, Boston, Mass. Samuel P. Russell, *Treasurer and Auditor*, 50 Merrimac Street, Haverhill, Mass. Reginald H. Johnson, *Clerk of Corporation*, 53 State Street, Boston, Mass. Franklin Woodman, *General Manager*, 50 Merrimac Street, Haverhill, Mass. Robert H. Dunbar, *Superintendent*, Salem, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

David A. Belden, Haverhill, Mass. Reginald H. Johnson, Braintree, Mass. Frederick P. Royce, Dedham, Mass. Frank W. Stearns, Newton, Mass. John Dearborn, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

DAVID A. BELDEN,
REGINALD H. JOHNSON,
JOHN DEARBORN,
Directors.
SAMUEL P. RUSSELL,
Treasurer.
FRANKLIN WOODMAN,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. Nov. 10, 1905. Then personally appeared the above-named Samuel P. Russell and Franklin Woodman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES H. POOR,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 13, 1905. Then personally appeared the above-named David A. Belden, Reginald H. Johnson and John Dearborn, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

STEPHEN E. YOUNG,
Justice of the Peace.

REPORT

OF THE

LEOMINSTER, SHIRLEY & AYER STREET RAILWAY COMPANY

FOR THE PERIOD ENDING APRIL 30, 1905.

[Consolidated with the Fitchburg & Leominster April 30, 1905.]

| | |
|---|-------------------|
| GENERAL EXHIBIT FOR THE PERIOD. | |
| Gross earnings from operation, | \$9,699 02 |
| Operating expenses, | 7,719 12 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$1,979 90 |
| Charges upon income accrued during the period: | |
| Interest on funded debt, \$1,250 00 | |
| Interest and discount on unfunded debts and loans, 1,386 59 | |
| Taxes, State and local, 40 61 | |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . | 2,677 20 |
| Deficit for the period ending April 30, 1905, | \$697 30 |
| Amount of surplus September 30, 1904, | 2,584 67 |
| TOTAL SURPLUS APRIL 30, 1905, | \$1,887 37 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$9,699 02 |
| GROSS EARNINGS FROM OPERATION, | \$9,699 02 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$415 62 |
| General office expenses and supplies, | 167 71 |
| Maintenance of equipment: provender and stabling for horses, | 69 39 |
| Transportation expenses: | |
| Cost of electric motive power, | 2,616 34 |
| Wages and compensation of persons employed in conducting transportation, | 1,898 67 |
| Removal of snow and ice, | 333 44 |
| Rentals of other property, | 1,935 73 |
| Other transportation expenses: printing tickets, cleaning and sanding tracks, etc., | 282 22 |
| TOTAL OPERATING EXPENSES, | \$7,719 12 |

| PROPERTY ACCOUNTS. | | |
|--|-------------|-------------|
| Additions to railway: | | |
| Extension of tracks (completion 1904 work), | \$16,339 03 | |
| New electric line construction (completion 1904 work), | 1,432 55 | |
| TOTAL ADDITIONS TO RAILWAY, | | \$17,771 58 |
| Additions to equipment: electric equipment of cars, . . . | | 3,650 37 |
| Additions to land and buildings: | | |
| Additional land necessary for operation of railway, | \$1,882 30 | |
| Additional equipment of power stations, | 4,258 56 | |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | | 5,640 86 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$27,062 81 |

GENERAL BALANCE SHEET APRIL 30, 1905.

| ASSETS. | | DR. |
|--|--------------|--------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$175,256 39 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 24,344 75 | |
| Interest accrued during construction of railway, | 4,677 78 | |
| Engineering and other expenses incident to construction, | 19,141 50 | |
| TOTAL COST OF RAILWAY OWNED, | | \$223,420 42 |
| Cost of equipment: cars and other rolling stock and vehicles, | | 7,959 11 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$8,001 71 | |
| Electric power stations, including equipment, | 11,434 97 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 19,436 68 |
| TOTAL PERMANENT INVESTMENTS, | | \$250,816 21 |
| Cash and current assets: cash, | | 9,072 83 |
| Miscellaneous assets: materials and supplies, | | 2,159 68 |
| TOTAL, | | \$262,048 72 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$100,000 00 |
| Funded debt, | | 100,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$45,000 00 | |
| Audited vouchers and accounts, | 14,255 37 | |
| Miscellaneous current liabilities: tickets issued but not redeemed, | 99 73 | |
| TOTAL CURRENT LIABILITIES, | | 59,355 10 |
| Accrued liabilities: interest accrued and not yet due, | | 806 25 |
| Profit and loss balance (surplus), | | 1,887 37 |
| TOTAL, | | \$262,048 72 |

| CAPITAL STOCK. | | |
|---|--------------|--------------|
| Capital stock authorized by law, | \$100,000 00 | |
| Capital stock authorized by votes of company, | 100,000 00 | |
| Capital stock issued and outstanding, | | \$100,000 00 |
| Number of shares issued and outstanding, | 1,000 | |
| Number of stockholders, | 42 | |
| Number of stockholders in Massachusetts, | 42 | |
| Amount of stock held in Massachusetts, | \$100,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Period. |
|---------------------------------|-------------------|-------------------|---------------------|----------------------------------|
| First mortgage bonds, | Per Cent. 5 | Feb. 1, 1921, | \$100,000 00 | \$1,250 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the period, | 198,278 |
| Number carried per mile of main railway track operated, | 23,093 |
| Number of car miles run, | 64,700 |
| Average number of persons employed, | 8 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|-----------------------------------|--------------|
| Length of railway line, | 8.586 miles. |
|-----------------------------------|--------------|

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 4.554 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Leominster, Lunenburg, Shirley, Harvard and Ayer.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LEOMINSTER, SHIRLEY & AYER STREET RAILWAY COMPANY,
FITCHBURG, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

George E. Clifford, *President*, Fitchburg, Mass. Wesley W. Sargent, *Vice-President, General Manager and Superintendent*, Fitchburg, Mass. Robert N. Wallis, *Treasurer*, Fitchburg, Mass. Charles F. Baker, *Clerk of Corporation*, Fitchburg, Mass. Baker & Hall, *General Counsel*, Fitchburg, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George E. Clifford, Fitchburg, Mass. Wesley W. Sargent, Fitchburg, Mass. George N. Proctor, Fitchburg, Mass. Charles F. Baker, Fitchburg, Mass. Thomas H. Shea, Fitchburg, Mass. Manson D. Haws, North Leominster, Mass. Thomas L. Hazen, Shirley, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

GEORGE N. PROCTOR,
THOMAS H. SHEA,
CHARLES F. BAKER,
WESLEY W. SARGENT,
Directors.
ROBERT N. WALLIS,
Treasurer.
WESLEY W. SARGENT,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 1, 1905. Then personally appeared the above-named George N. Proctor, Thomas H. Shea, Charles F. Baker, Wesley W. Sargent and Robert N. Wallis, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILBUR B. TENNEY,
Justice of the Peace.

REPORT

OF THE

LEXINGTON & BOSTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| | |
|---|---------------------|
| GENERAL EXHIBIT FOR THE YEAR. | |
| Gross earnings from operation, | \$162,403 95 |
| Operating expenses, | 115,723 71 |
| GROSS INCOME ABOVE OPERATING EXPENSES, . . . | \$46,680 24 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$15,750 00 |
| Interest and discount on unfunded debts and loans, | 21,859 18 |
| Taxes, State and local, | 6,315 85 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . | 43,925 03 |
| Surplus for the year ending September 30, 1905, | \$2,755 21 |
| Amount of surplus September 30, 1904, | 2,104 78 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$4,859 99 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$153,331 88 |
| Receipts from tolls for use of tracks by other companies, . . | 366 72 |
| Receipts from rentals of buildings and other property, . . | 7,184 65 |
| Receipts from advertising in cars, | 1,238 00 |
| Other earnings from operation: other sources, | 282 70 |
| GROSS EARNINGS FROM OPERATION, | \$162,403 95 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$8,824 82 |
| General office expenses and supplies, | 4,035 33 |
| Legal expenses, | 1,231 65 |
| Insurance, | 4,271 74 |
| Other general expenses: storeroom expense, | 711 25 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 4,665 08 |
| Repair of electric line construction, | 2,507 40 |
| Repair of buildings, | 454 48 |

| | |
|--|---------------------|
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | \$6,912 65 |
| Repair of electric equipment of cars, | 5,822 78 |
| Renewal of horses, harnesses, shoeing, etc., and provender and stabling for horses, | 975 49 |
| Transportation expenses: | |
| Cost of electric motive power, \$24,581.68; less power sold, \$534.78; net, | 24,046 90 |
| Wages and compensation of persons employed in conduct- ing transportation, | 37,956 80 |
| Removal of snow and ice, | 3,262 59 |
| Damages for injuries to persons and property, | 7,663 60 |
| Tolls for trackage over other railways, | 1,555 84 |
| Rentals of buildings and other property, | 735 54 |
| Other transportation expenses: miscellaneous shop expense, | 89 77 |
| TOTAL OPERATING EXPENSES, | \$115,723 71 |

PROPERTY ACCOUNTS.

| | |
|--|--------------------|
| Additions to railway: | |
| Extension of tracks (length, 200 feet), | \$184 93 |
| Other additions to railway: additional ex- pense in connection with double track, \$492.42; engineering, \$127.99, | 620 41 |
| TOTAL ADDITIONS TO RAILWAY, | \$805 34 |
| Additions to equipment: | |
| Additional rolling stock and vehicles (1 snow plough), | \$931 78 |
| Other additions to equipment: | |
| Shop tools and machinery, | 217 16 |
| Scrapers, air brake, etc., | 1,034 52 |
| TOTAL ADDITIONS TO EQUIPMENT, | 2,183 46 |
| Additions to land and buildings: | |
| Additional land necessary for operation of railway, | \$100 00 |
| Additional equipment of power stations, | 33 00 |
| New buildings necessary for operation of railway (improvement), | 187 38 |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | 320 38 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$3,309 18 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): seven cars and electric equipment for same, | 30,873 08 |
| NET DEDUCTIONS FROM PROPERTY ACCOUNTS FOR THE YEAR, | \$27,563 90 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | DR. |
|---|--------------|
| Cost of railway: | |
| Roadbed and tracks, | \$444,445 23 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 124,529 20 |

Cost of railway — *Concluded.*

| | | |
|---|--------------|-----------------------|
| Interest accrued during construction of railway, | \$25,587 22 | |
| Engineering and other expenses incident to construction, | 37,782 00 | |
| Other items of railway cost, | 27,134 78 | |
| TOTAL COST OF RAILWAY OWNED, | | \$659,478 43 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, . . | \$151,616 21 | |
| Electric equipment of same, | 126,514 88 | |
| Horses, | 210 00 | |
| Other items of equipment: auto, \$1,304.50; storage battery, \$36,632.33; shop tools and machinery, \$367.83, | 38,304 66 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 316,645 75 |
| Cost of land and buildings: | | |
| Land and buildings necessary for operation of railway,* | \$92,717 91 | |
| Electric power stations, including equip- ment, | 141,392 67 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 234,110 58 |
| TOTAL PERMANENT INVESTMENTS, | | \$1,210,234 76 |
| Cash and current assets: | | |
| Cash, | \$50 00 | |
| Bills and accounts receivable, | 16,845 20 | |
| TOTAL CASH AND CURRENT ASSETS, | | 16,895 20 |
| Miscellaneous assets: materials and supplies, | | 19,991 83 |
| TOTAL, | | \$1,247,121 79 |
| <hr/> | | |
| LIABILITIES. | | CR. |
| Capital stock, | | \$525,000 00 |
| Funded debt, | | 350,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$356,500 00 | |
| Audited vouchers and accounts, | 10,482 59 | |
| Salaries and wages, | 57 67 | |
| TOTAL CURRENT LIABILITIES, | | 367,040 26 |
| Accrued liabilities: interest accrued and not yet due, | | 221 54 |
| Profit and loss balance (surplus), | | 4,859 99 |
| TOTAL, | | \$1,247,121 79 |

CAPITAL STOCK.

| | | |
|---|--------------|--------------|
| Capital stock authorized by law, | \$525,000 00 | |
| Capital stock authorized by votes of company, | 525,000 00 | |
| Capital stock issued and outstanding, | | \$525,000 00 |
| Number of shares issued and outstanding, | 5,250 | |
| Number of stockholders, | 8 | |
| Number of stockholders in Massachusetts, | 8 | |
| Amount of stock held in Massachusetts, | \$525,000 00 | |

* Storage battery building, \$1,971.84, transferred from "Other items of equipment" to "Land and buildings."

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|-------------------------------|--------------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. $4\frac{1}{2}$ | July 1, 1920, . | \$350,000 00 | \$15,750 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 3,217,990 |
| Number carried per mile of main railway track operated, . | 108,219 |
| Number of car miles run, | 730,652 |
| Average number of persons employed, | 99 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS—PASSENGER SERVICE. | | | | |
| Box passenger cars, | 25 | 25 | 25 | - |
| Open passenger cars, | 38 | 38 | - | - |
| TOTAL, | 63 | 63 | 25 | 178 |
| CARS—OTHER SERVICE. | | | | |
| Work cars, | 1 | - | - | - |
| Other cars, | 1 | - | - | - |
| TOTAL, | 2 | - | - | - |
| Snow ploughs, | 7 | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Carts and snow sleds, | 1 |
| Other highway vehicles: 1 snow leveller, 1 sleigh, 1 pung, 1 tower wagon, 1 dinkey, 1 automobile, 1 concord wagon and 1 express wagon, | 8 |
| Horses, | 2 |
| Other items of equipment: harnesses, | 2 |

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Held under Lease or Contract. | Trackage over Other Railways. | Total Owned, Leased, etc. | Total Operated. |
|---|--------|----------------------------------|----------------------------------|------------------------------|-----------------|
| | Miles. | Miles. | Miles. | Miles. | Miles. |
| Length of railway line, | 27.205 | .373 | .071 | 27.649 | 27.276 |
| Length of second main track, | 2.460 | - | - | 2.460 | 2.460 |
| TOTAL LENGTH OF MAIN TRACK, | 29.665 | .373 | .071 | 30.109 | 29.736 |
| Length of sidings, switches, etc, | 2.691 | - | - | 2.691 | 2.691 |
| TOTAL COMPUTED AS SINGLE TRACK, | 32.356 | .373 | .071 | 32.800 | 32.427 |

Names of the several cities and towns in which the railways operated by the company are located: Arlington, Bedford, Billerica, Concord, Lexington, Waltham and Woburn.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (2 in number), viz.:— | | |
| With Boston & Maine Railroad, Lexington Street, Waltham, | 1 | 1 |
| With Boston & Maine Railroad, Loomis Street, Bedford, | 2 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 3 | 2 |

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 12 | - | 16 | - | 28 |
| Employees, | - | 1 | - | - | - | 1 |
| Other persons, | - | - | - | 6 | - | 6 |
| TOTALS, | - | 13 | - | 22 | - | 35 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LEXINGTON & BOSTON STREET RAILWAY COMPANY,
NEWTONVILLE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Adams D. Claflin, *President*, Newtonville, Mass. Sydney Harwood, *Vice-President*, Newton, Mass. Charles W. Smith, *Treasurer*, Newtonville, Mass. Frank W. Remick, *Clerk of Corporation*, Boston, Mass. Powers & Hall, *General Counsel*, Boston, Mass. Matthew C. Brush, *General Manager*, Newtonville, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Adams D. Claflin, Newton Centre, Mass. William F. Hammett, Newton, Mass. Sydney Harwood, Newton, Mass. Frank W. Remick, West Newton, Mass. James L. Richards, Newtonville, Mass. Charles W. Smith, Boston, Mass. Alden E. Viles, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ADAMS D. CLAFLIN,
ALDEN E. VILES,
WILLIAM F. HAMMETT,
FRANK W. REMICK,
CHAS. W. SMITH,
J. L. RICHARDS,
SYDNEY HARWOOD,
Directors.
CHAS. W. SMITH, *Treasurer.*
MATTHEW C. BRUSH,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 30, 1905. Then personally appeared the above-named Adams D. Claflin, Alden E. Viles, William F. Hammett, Frank W. Remick, Chas. W. Smith, J. L. Richards, Sydney Harwood and Matthew C. Brush, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. M. COX,
Notary Public.

REPORT

OF THE

LINWOOD STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$10,652 71 |
| Operating expenses, | 8,932 21 |
| GROSS INCOME ABOVE OPERATING EXPENSES, . . | \$1,720 50 |
| Charges upon income accrued during the year : | |
| Taxes, State and local, | \$207 00 |
| Taxes, commutation, | 213 05 |
| | 420 05 |
| NET DIVISIBLE INCOME, | \$1,300 45 |
| Dividends declared (6 per cent), | 720 00 |
| Surplus for the year ending September 30, 1905, | \$580 45 |
| Amount of surplus September 30, 1904, | 2,479 24 |
| Credits to profit and loss account during the year : | |
| Cash in hands Superintendent, omitted 1904, | \$40 00 |
| Merchandise credited on account debt, | 263 90 |
| Balance car account, omitted 1904, | 1,138 72 |
| TOTAL CREDITS, | 1,442 62 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$4,502 31 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$10,551 40 |
| Receipts from advertising in cars, | 101 31 |
| GROSS EARNINGS FROM OPERATION, | \$10,652 71 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$825 00 |
| General office expenses and supplies, | 133 86 |
| Maintenance of equipment : | |
| Repair of cars and other vehicles, | 381 43 |
| Repair of electric equipment of cars, | 119 62 |

| | |
|--|-------------------|
| Transportation expenses: | |
| Cost of electric motive power, | \$1,724 08 |
| Wages and compensation of persons employed in conducting transportation, | 3,507 66 |
| Tolls for trackage over other railways, | 1,293 06 |
| Rentals of buildings and other property, | 400 00 |
| Other transportation expenses, | 547 50 |
| TOTAL OPERATING EXPENSES, | \$8,932 21 |

PROPERTY ACCOUNTS.

| | |
|---|-------------------|
| Additions to equipment: | |
| Additional cars, | \$271 50 |
| Electric equipment of same, | 622 88 |
| Other additions to equipment: trucks and fenders, | 585 50 |
| TOTAL ADDITIONS TO EQUIPMENT, | \$1,479 88 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$1,479 88 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | | Dr. |
|--|------------|--------------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$5,084 74 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 587 20 | |
| TOTAL COST OF RAILWAY OWNED, | | \$5,671 94 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$6,363 01 | |
| Electric equipment of same, | 6,219 08 | |
| Other items of equipment: trucks and fenders, | 1,859 50 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 14,441 59 |
| TOTAL PERMANENT INVESTMENTS, | | \$20,113 53 |
| Cash and current assets: cash, | | 986 37 |
| Miscellaneous assets: materials and supplies, | | 269 17 |
| TOTAL, | | \$21,369 07 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$12,000 00 |
| Current liabilities: audited vouchers and accounts, | | 4,866 76 |
| Profit and loss balance (surplus), | | 4,502 31 |
| TOTAL, | | \$21,369 07 |

| CAPITAL STOCK. | | |
|---|-------------|-------------|
| Capital stock authorized by law, | \$12,000 00 | |
| Capital stock authorized by votes of company, | 12,000 00 | |
| Capital stock issued and outstanding, | | \$12,000 00 |
| Number of shares issued and outstanding, | 120 | |
| Number of stockholders, | 17 | |
| Number of stockholders in Massachusetts, | 16 | |
| Amount of stock held in Massachusetts, | \$11,700 00 | |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 237,631 |
| Number carried per mile of main railway track operated, | 136,491 |
| Number of car miles run, | 43,102 |
| Average number of persons employed, | 6 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|-------------------------------|---------------------------------|---------------------------|------------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 4 | 4 | 4 | 12 |

RAILWAY OPERATED (BY ELECTRIC POWER).*

| | |
|--|--------------|
| Length of railway line, | 1.741 miles. |
| Length of sidings, switches, etc., | .160 " |
| Total, computed as single track, | 1.901 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|------------|
| Length of railway line, | .662 mile. |
|-----------------------------------|------------|

Names of the several cities and towns in which the railways operated by the company are located : Northbridge.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LINWOOD STREET RAILWAY COMPANY,
WHITINSVILLE, MASS.

* Owned by private parties.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Cyrus A. Taft, *President*, Whitinsville, Mass. Geo. M. Whitin, *Vice-President*, Whitinsville, Mass. Arba S. Noyes, *Treasurer and Clerk of Corporation*, Whitinsville, Mass. Geo. Wilmot, *Superintendent*, Linwood, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Cyrus A. Taft, Whitinsville, Mass. Geo. M. Whitin, Whitinsville, Mass. Wm. L. Taft, Whitinsville, Mass. Chester W. Lasell, Whitinsville, Mass. Arba S. Noyes, Whitinsville, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CYRUS A. TAFT,
G. M. WHITIN,
ARBA S. NOYES,
W. L. TAFT,
Directors.
ARBA S. NOYES,
Treasurer.
GEO. WILMOT,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. NOV. 2, 1905. Then personally appeared the above-named Cyrus A. Taft, G. M. Whitin, Arba S. Noyes and W. L. Taft, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ROBERT K. BROWN,
Justice of the Peace.

REPORT

OF THE

LOWELL, ACTON & MAYNARD STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| | |
|--|------------|
| GENERAL EXHIBIT FOR THE YEAR. | |
| Gross earnings from operation, | \$5,699 03 |
| Operating expenses, | 5,514 83 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$184 20 |
| Charges upon income accrued during the year: taxes, State and local, | 29 53 |
| Surplus for the year ending September 30, 1905, | \$154 67 |
| Amount of deficit September 30, 1904, | 520 08 |
| TOTAL DEFICIT SEPTEMBER 30, 1905, | \$365 41 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$5,699 03 |
| GROSS EARNINGS FROM OPERATION, | \$5,699 03 |
| EXPENSES OF OPERATION. | |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | \$168 27 |
| Repair of electric line construction, | 5 10 |
| Transportation expenses: | |
| Cost of electric motive power, | 2,037 94 |
| Wages and compensation of persons employed in conducting transportation, | 2,595 42 |
| Removal of snow and ice, | 28 50 |
| Rentals of buildings and other property, | 679 10 |
| Other transportation expenses, | 50 |
| TOTAL OPERATING EXPENSES, | \$5,514 83 |

| PROPERTY ACCOUNTS. | | |
|--|-------------|-------------|
| Additions to railway: | | |
| New special work, | \$78 00 | |
| Interest, \$1,589.61; surveys, \$356.57, | 1,946 18 | |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$2,024 18 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1905. | | |
| ASSETS. | DR. | |
| Cost of railway: | | |
| Roadbed and tracks, | \$30,565 23 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 1,546 36 | |
| Interest accrued during construction of railway, | 3,872 72 | |
| Engineering and other expenses incident to construction, | 11,449 50 | |
| TOTAL COST OF RAILWAY OWNED, | | \$47,433 81 |
| Cash and current assets: | | |
| Cash, | \$554 04 | |
| Bills and accounts receivable, | 120 36 | |
| TOTAL CASH AND CURRENT ASSETS, | | 674 40 |
| Miscellaneous assets: materials and supplies, | | 5,100 00 |
| Profit and loss balance (deficit), | | 365 41 |
| TOTAL, | | \$53,573 62 |
| LIABILITIES. | CR. | |
| Capital stock (amount paid in), | | \$20,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$25,550 00 | |
| Audited vouchers and accounts, | 8,023 62 | |
| TOTAL CURRENT LIABILITIES, | | 33,573 62 |
| TOTAL, | | \$53,573 62 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$20,000 00 | |
| Capital stock authorized by votes of company, | 20,000 00 | |
| Amount paid in on 200 shares not yet issued, | | \$20,000 00 |
| Number of subscribers, | 14 | |
| Number of subscribers in Massachusetts, | 14 | |
| Amount of subscriptions held in Massachusetts, | \$20,000 00 | |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 113,388 |
| Number carried per mile of main railway track operated, | 57,763 |
| Number of car miles run, | 45,395 |
| Average number of persons employed, | 6 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | | | | | | Owued. | Total Operated. |
|-------------------------|---|---|---|---|---|-----------------|--------------------|
| Length of railway line, | . | . | . | . | . | Miles. 2.000 | Miles. 1.963 |
| TOTAL, | . | . | . | . | . | 2.000 | 1.963 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | | | | | | | |
|-------------------------|---|---|---|---|---|---|-------------|
| Length of railway line, | . | . | . | . | . | . | 1,320 feet. |
|-------------------------|---|---|---|---|---|---|-------------|

Names of the several cities and towns in which the railways operated by the company are located: Maynard and Acton.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LOWELL, ACTON & MAYNARD STREET RAILWAY COMPANY,
MAYNARD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Walter R. Dame, *President and General Counsel*, Clinton, Mass. Chas. H. Persons, *Vice-President*, Maynard, Mass. John W. Ogden, *Treasurer, General Manager and Superintendent*, Maynard, Mass. E. B. Fuller, *Clerk of Corporation*, Haverhill, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Walter R. Dame, Clinton, Mass. Chas. H. Persons, Maynard, Mass. Chas. W. Shippee, Milford, Mass. Wm. S. Reed, Leominster, Mass. Henry Tower, Hudson, Mass. Chas. B. Stone, Acton, Mass. E. B. Fuller, Haverhill, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHAS. W. SHIPPEE,
WALTER R. DAME,
HENRY TOWER,
CHARLES H. PERSONS,
Directors.
JOHN W. OGDEN,
JOHN W. OGDEN,
Treasurer.
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, SS. MAYNARD, Oct. 30, 1905. Then personally appeared the above-named Chas. W. Shippee, Walter R. Dame, Henry Tower and Chas. H. Persons, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN W. OGDEN,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, SS. MAYNARD, Oct. 30, 1905. Then personally appeared the above-named John W. Ogden, treasurer and superintendent of the Lowell, Acton & Maynard Street Railway Company, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

CHARLES H. PERSONS,

Justice of the Peace.

REPORT

OF THE

LOWELL & FITCHBURG STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

[Railway under construction.]

| GENERAL BALANCE SHEET SEPTEMBER 30, 1905. | | |
|--|--------------|--------------|
| ASSETS. | | Dr. |
| Cost of railway: | | |
| Roadbed and tracks, | \$106,416 05 | |
| Interest accrued during construction of railway, | 3,915 29 | |
| Engineering and other expenses incident to construction, | 36,513 58 | |
| Other items of railway cost: legal, | 3,964 52 | |
| TOTAL COST OF RAILWAY OWNED, | | \$150,809 44 |
| Cost of land and buildings: land necessary for operation of railway, | | 17,896 85 |
| TOTAL PERMANENT INVESTMENTS, | | \$168,706 29 |
| TOTAL, | | \$168,706 29 |
| LIABILITIES. | | Cr. |
| Capital stock (amount paid in), | | \$24,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$132,000 00 | |
| Audited vouchers and accounts, | 12,706 29 | |
| TOTAL CURRENT LIABILITIES, | | 144,706 29 |
| TOTAL, | | \$168,706 29 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$240,000 00 | |
| Capital stock authorized by votes of company, | 240,000 00 | |
| Amount paid in on 2,400 shares not yet issued, | | \$24,000 00 |
| Number of subscribers, | 5 | |
| Number of subscribers in Massachusetts, | 4 | |
| Amount of subscriptions held in Massachusetts, | \$40 00 | |

RAILWAY OWNED.

| | |
|-----------------------------------|---------------|
| Length of railway line, | 13.000 miles. |
|-----------------------------------|---------------|

Names of the several cities and towns in which the railway owned by the company is to be located: Ayer, Groton, Westford and Chelmsford.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LOWELL & FITCHBURG STREET RAILWAY COMPANY,
53 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William Odlin, *President*, 16 State Street, Boston, Mass. J. Rea Patterson, *Treasurer*, 112 North Broad Street, Philadelphia, Pa. Henry C. Shaw, *Clerk of Corporation*, 53 State Street, Boston, Mass. Arthur H. Brooks, *General Counsel*, 53 State Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William Odlin, Andover, Mass. J. Rea Patterson, Merion Station, Pa. Henry C. Shaw, Cambridge, Mass. Ralph W. Robbins, Leominster, Mass. Thomas H. Walsh, Brighton, Mass. Ward D. Dygert (elected November 3, 1905, in place of Thomas S. Walsh, resigned), Ayer, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HENRY C. SHAW,
W. D. DYGERT,
RALPH W. ROBBINS,
J. REA PATTERSON,
Directors.
J. REA PATTERSON,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. NOV. 17, 1905. Then personally appeared the above-named Henry C. Shaw, W. D. Dygert, Ralph W. Robbins and J. Rea Patterson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR H. BROOKS,
Justice of the Peace.

REPORT

OF THE

LOWELL & PELHAM STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$13,366 02 |
| Operating expenses, | 16,611 05 |
| NET DEFICIT FROM OPERATION, | \$3,245 03 |
| Miscellaneous income: sale of old material, | 241 30 |
| GROSS DEFICIT ABOVE OPERATING EXPENSES, | \$3,003 73 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$2,000 00 |
| Interest and discount on unfunded debts and loans, | 1,093 68 |
| Taxes, State and local, | 229 17 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 3,322 85 |
| Deficit for the year ending September 30, 1905, | \$6,326 58 |
| Amount of deficit September 30, 1904, | 2,236 89 |
| Credits to profit and loss account during the year: | |
| Rebate power, 1903, | \$1,559 62 |
| Rebate bond interest, 1904, | 666 66 |
| TOTAL CREDITS, | 2,226 28 |
| TOTAL DEFICIT SEPTEMBER 30, 1905, | \$6,337 19 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$13,323 10 |
| Receipts from advertising in cars, | 42 92 |
| GROSS EARNINGS FROM OPERATION, | \$13,366 02 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$780 83 |
| General office expenses and supplies, | 214 38 |

| | | |
|---|-------------|---------------------|
| General expenses — <i>Concluded.</i> | | |
| Legal expenses, | | \$48 62 |
| Insurance, | | 324 02 |
| Other general expenses: advertising, \$193.92; miscellaneous, \$151.97, | | 345 89 |
| Maintenance of roadway and buildings: | | |
| Repair of roadbed and track, | | 690 65 |
| Repair of electric line construction, | | 259 84 |
| Repair of buildings, | | 25 06 |
| Maintenance of equipment: repair of cars and other vehicles and repair of electric equipment of cars, | | 2,386 51 |
| Transportation expenses: | | |
| Cost of electric motive power, | | 4,912 84 |
| Wages and compensation of persons employed in conducting transportation, | | 4,958 78 |
| Removal of snow and ice, | | 199 59 |
| Damages for injuries to persons and property, | | 675 63 |
| Tolls for trackage over other railways, | | 2 51 |
| Rentals of buildings and other property, | | 29 92 |
| Other transportation expenses: car service supplies and expenses, \$434.19; cleaning and sanding track, \$321.79, | | 755 98 |
| TOTAL OPERATING EXPENSES, | | \$16,611 05 |
| PROPERTY ACCOUNTS. | | |
| Additions to railway: engineering expenses, | | \$10 00 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$10 00 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1905. | | |
| ASSETS. | | DR. |
| Cost of railway: | | |
| Roadbed and tracks, | \$34,401 04 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 13,045 90 | |
| Engineering and other expenses incident to construction, | 7,712 16 | |
| Other items of railway cost: land for rights of way, | 133 64 | |
| TOTAL COST OF RAILWAY OWNED, | | \$55,292 74 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$24,994 05 | |
| Electric equipment of same, | 16,807 00 | |
| Other items of equipment: office furniture and fixtures, | 152 92 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 41,953 97 |
| TOTAL PERMANENT INVESTMENTS, | | \$97,246 71 |
| Profit and loss balance (deficit), | | 6,337 19 |
| TOTAL, | | \$103,583 90 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$40,000 00 |
| Funded debt, | | 40,000 00 |

| | | |
|---|-------------|--------------|
| Current liabilities : | | |
| Loans and notes payable, | \$17,735 00 | |
| Audited vouchers and accounts, | 3,348 90 | |
| Matured interest coupons unpaid (including coupons due October 1), | 2,500 00 | |
| TOTAL CURRENT LIABILITIES, | | \$23,583 90 |
| TOTAL, | | \$103,583 90 |

| | | |
|---|-------------|-------------|
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$40,000 00 | |
| Capital stock authorized by votes of company, | 40,000 00 | |
| Capital stock issued and outstanding, | | \$40,000 00 |
| Number of shares issued and outstanding, | 400 | |
| Number of stockholders, | 7 | |
| Number of stockholders in Massachusetts, | 6 | |
| Amount of stock held in Massachusetts, | \$600 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--------------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage gold bonds, | Per Cent. 5 | Jan. 1, 1923, . | \$40,000 00 | - |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 389,327 |
| Number carried per mile of main railway track operated, | 122,932 |
| Number of car miles run, | 107,800 |
| Average number of persons employed, | 8 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 4 | 4 | 4 | 16 |
| Open passenger cars, | 5 | 5 | - | 20 |
| TOTAL, | 9 | 9 | 4 | 36 |
| Snow ploughs, | 1 | - | - | - |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|--------------|
| Length of railway line, | 3.167 miles. |
| Length of sidings, switches, etc., | .151 " |
| Total, computed as single track, | 3.318 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|------------|
| Length of railway line, | .607 mile. |
|-----------------------------------|------------|

Names of the several cities and towns in which the railways operated by the company are located: Dracut.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | - | - | - |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | 2 | - | 2 |
| TOTALS, | - | - | - | 2 | - | 2 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LOWELL & PELHAM STREET RAILWAY COMPANY,

50 MERRIMAC STREET, HAVERHILL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

David A. Belden, *President*, 50 Merrimac Street, Haverhill, Mass. Frederick P. Royce, *Vice-President*, 84 State Street, Boston, Mass. Samuel P. Russell, *Treasurer and Auditor*, 50 Merrimac Street, Haverhill, Mass. Reginald H. Johnson, *Clerk of Corporation*, 53 State Street, Boston, Mass. Samuel W. Emery, *General Counsel*, 53 State Street, Boston, Mass. Franklin Woodman, *General Manager*, 50 Merrimac Street, Haverhill, Mass. Robert H. Dunbar, *Superintendent*, Salem, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

David A. Belden, Haverhill, Mass. Reginald H. Johnson, Braintree, Mass. Frederick P. Royce, Dedham, Mass. Frank W. Stearns, Newton, Mass. John Dearborn, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

DAVID A. BELDEN,
REGINALD H. JOHNSON,
JOHN DEARBORN,
Directors.
SAMUEL P. RUSSELL,
Treasurer.
FRANKLIN WOODMAN,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. Nov. 10, 1905. Then personally appeared the above-named Samuel P. Russell and Franklin Woodman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES H. POOR,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 13, 1905. Then personally appeared the above-named David A. Belden, Reginald H. Johnson and John Dearborn, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

STEPHEN E. YOUNG,
Justice of the Peace.

REPORT

OF THE

LOWELL & WOBURN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

[Not in operation. Purchaser of the Lowell & Boston at receivers' sale.]

| GENERAL EXHIBIT FOR THE YEAR. | | |
|--|-------------|--------------|
| Expenses and charges upon income accrued during the year: | | |
| Taxes, | \$52 92 | |
| Other expenses and charges upon income: | | |
| expenses, | 632 49 | |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | | \$685 41 |
| Deficit for the year ending September 30, 1905, | | \$685 41 |
| TOTAL DEFICIT SEPTEMBER 30, 1905, | | \$685 41 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1905. | | |
| ASSETS. | | DR. |
| Cost of railway: | | |
| Roadbed and tracks, | \$47,294 00 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 14,937 20 | |
| Interest accrued during construction of railway, | 2,878 30 | |
| Engineering and other expenses incident to construction, | 10,387 48 | |
| TOTAL COST OF RAILWAY OWNED, | | \$75,496 98 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$11,267 10 | |
| Electric equipment of same, | 9,351 80 | |
| Other items of equipment: sundry, | 192 60 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 20,811 50 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$2,589 40 | |
| Real estate, | 7,864 50 | |
| Buildings necessary for operation of railway, | 438 70 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 10,892 60 |
| TOTAL PERMANENT INVESTMENTS, | | \$107,201 08 |

| | | |
|--|----------|---------------------|
| Cash and current assets : | | |
| Cash, | \$114 05 | |
| Other cash and current assets : prepaid taxes, | 17 63 | |
| TOTAL CASH AND CURRENT ASSETS, | | \$131 68 |
| Profit and loss balance (deficit), | | 685 41 |
| TOTAL, | | \$108,018 17 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$17,000 00 |
| Funded debt, | | 90,000 00 |
| Current liabilities : | | |
| Loans and notes payable, | \$814 58 | |
| Audited vouchers and accounts, | 203 59 | |
| TOTAL CURRENT LIABILITIES, | | 1,018 17 |
| TOTAL, | | \$108,018 17 |

| | | |
|---|-------------|-------------|
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$17,000 00 | |
| Capital stock authorized by votes of company, | 17,000 00 | |
| Capital stock issued and outstanding, | | \$17,000 00 |
| Number of shares issued and outstanding, | 170 | |
| Number of stockholders, | 15 | |
| Number of stockholders in Massachusetts, | 14 | |
| Amount of stock held in Massachusetts, | \$13,600 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, Lowell & Boston Street Railway Company, | Per Cent. 4½ | Nov. 1, 1921, | \$90,000 00 | - |

RAILWAY OWNED.

| | |
|--|--------------|
| Length of railway line, | 9.125 miles. |
| Length of second main track, | .126 " |
| Total length of main track, | 9.251 " |
| Length of sidings, switches, etc., | .498 " |
| Total, computed as single track, | 9.749 " |

RAILWAY OWNED AND LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|--|------------|
| Length of railway line, | .514 mile. |
| Length of second main track, | .140 " |
| Total length of main track, | .654 " |

Names of the several cities and towns in which the railway owned by the company is located : Woburn, Burlington and Billerica.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LOWELL & WOBURN STREET RAILWAY COMPANY,
508 SEARS BUILDING, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Arthur J. Young, *President*, Sears Building, Boston, Mass. Joshua M. Sears, *Treasurer and Clerk of Corporation*, Sears Building, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Arthur J. Young, Boston, Mass. J. Francis Berry, Boston, Mass. Arthur H. Weed, Boston, Mass. Ralph A. Stewart, Brookline, Mass. Richard M. Walsh, Boston, Mass. Joseph Wentworth, Boston, Mass. Joshua M. Sears, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ARTHUR J. YOUNG,
ARTHUR H. WEED,
JOSHUA M. SEARS,
J. FRANCIS BERRY,
RALPH A. STEWART,
JOSEPH WENTWORTH,
JOSHUA M. SEARS,
Directors.
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. DEC. 5, 1905. Then personally appeared the above-named Arthur J. Young, Arthur H. Weed, Joshua M. Sears, J. Francis Berry, Ralph A. Stewart and Joseph Wentworth, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN L. HALL,
Justice of the Peace.

REPORT

OF THE

MAPLEWOOD & DANVERS STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

[Obtained a certificate of incorporation but has not commenced the construction of its railway.]

| GENERAL BALANCE SHEET SEPTEMBER 30, 1905. | |
|---|--------------|
| ASSETS. | Dr. |
| Cost of railway: engineering and other expenses incident to construction, | \$18,665 00 |
| Cash and current assets: cash, | 335 00 |
| TOTAL, | \$19,000 00 |
| LIABILITIES. | |
| | Cr. |
| Capital stock (amount paid in), | \$19,000 00 |
| TOTAL, | \$19,000 00 |
| CAPITAL STOCK. | |
| Capital stock authorized by law, | \$190,000 00 |
| Capital stock authorized by votes of company, | 190,000 00 |
| Amount paid in on shares not yet issued, | \$19,000 00 |
| Number of subscribers, | 14 |
| Number of subscribers in Massachusetts, | 14 |
| Amount of subscription held in Massachusetts, | \$19,000 00 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MAPLEWOOD & DANVERS STREET RAILWAY COMPANY,
HAVERHILL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William A. Butler, *President*, Georgetown, Mass. Edward E. Pearl, *Treasurer*, West Boxford, Mass. Edmund B. Fuller, *Clerk of Corporation*, Haverhill, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward E. Pearl, West Boxford, Mass. Isaac C. Day, West Boxford, Mass. Solomon W. Howe, Boxford, Mass. Henry K. Palmer, Georgetown, Mass. William A. Butler, Georgetown, Mass. Edmund B. Fuller, Haverhill, Mass. George F. Marshall, Malden, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

EDWARD E. PEARL,
ISAAC C. DAY,
SOLOMON W. HOWE,
HENRY K. PALMER,
WILLIAM A. BUTLER,
EDMUND B. FULLER,
Directors.
EDWARD E. PEARL,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. BOXFORD, Dec. 7, 1905. Then personally appeared the above-named Isaac C. Day and Solomon W. Howe, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, EDWARD E. PEARL,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. DEC. 8, 1905. Then personally appeared the above-named Edward E. Pearl, Henry K. Palmer, William A. Butler and Edmund B. Fuller, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, HENRY G. WELLS,
Justice of the Peace.

REPORT

OF THE

MARLBOROUGH & WESTBOROUGH STREET RAILWAY
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$29,614 89 |
| Operating expenses, | 25,944 23 |
| NET EARNINGS FROM OPERATION, | \$3,670 66 |
| Miscellaneous income: amusements, | 2,269 59 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$5,940 25 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$8,000 00 |
| Interest and discount on unfunded debts and loans, | 3,360 00 |
| Taxes, State and local, | \$1,167 15 |
| Taxes, commutation, | 327 03 |
| | 1,494 18 |
| Other deductions from income: | |
| Southborough tax, | \$365 00 |
| Amusements, | 3,119 47 |
| | 3,484 47 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 16,338 65 |
| Deficit for the year ending September 30, 1905, | \$10,398 40 |
| Amount of deficit September 30, 1904, | 2,899 53 |
| Debits to profit and loss account during the year: damages incurred, 1903, | 1,385 97 |
| TOTAL DEFICIT SEPTEMBER 30, 1905, | \$14,683 90 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$29,423 26 |
| Receipts from advertising in cars, | 150 00 |
| Other earnings from operation: use of cars, | 41 63 |
| GROSS EARNINGS FROM OPERATION, | \$29,614 89 |

| EXPENSES OF OPERATION. | |
|--|-------------|
| General expenses: | |
| Salaries of general officers and clerks, | \$1,651 96 |
| General office expenses and supplies, | 410 94 |
| Legal expenses, | 751 84 |
| Insurance, | 1,242 35 |
| Other general expenses, | 588 05 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 1,017 34 |
| Repair of electric line construction, | 114 38 |
| Repair of buildings, | 152 65 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 1,274 67 |
| Repair of electric equipment of cars, | 2,012 73 |
| Transportation expenses: | |
| Cost of electric motive power, \$11,073.79; less power sold, \$6,638 52; net, | 4,435 27 |
| Wages and compensation of persons employed in conduct- ing transportation, | 8,007 90 |
| Removal of snow and ice, | 208 04 |
| Damages for injuries to persons and property, | 3,000 21 |
| Other transportation expenses, | 1,075 90 |
| TOTAL OPERATING EXPENSES, | \$25,944 23 |

| PROPERTY ACCOUNTS. | |
|---|------------|
| Additions to railway: | |
| Extension of tracks (length, 100 feet), | \$166 40 |
| New electric line construction (length, 100 feet), | 20 20 |
| TOTAL ADDITIONS TO RAILWAY, | \$186 60 |
| Additions to equipment: new brakes, | 13 46 |
| Additions to land and buildings: additional land necessary for operation of railway, | 200 00 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$1,732 60 |

| GENERAL BALANCE SHEET SEPTEMBER 30, 1905. | |
|---|--------------|
| ASSETS. | DR. |
| Cost of railway: | |
| Roadbed and tracks, | \$164,150 96 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 38,266 39 |
| Interest accrued during construction of rail- way, | 4,223 62 |
| Engineering and other expenses incident to construction, | 8,440 60 |
| TOTAL COST OF RAILWAY OWNED, | \$215,081 57 |
| Cost of equipment: | |
| Cars and other rolling stock and vehicles, | \$37,041 40 |
| Electric equipment of same, | 22,851 83 |
| Other items of equipment, | 1,999 27 |
| TOTAL COST OF EQUIPMENT OWNED, | 61,892 50 |

| | | | |
|--|--------------|-----|--------------|
| Cost of land and buildings: | | | |
| Land necessary for operation of railway, . . | \$4,816 68 | | |
| Electric power stations, including equip- ment, | 70,370 04 | | |
| Other buildings necessary for operation of railway, | 9,373 95 | | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, . . | | | \$84,560 67 |
| Other permanent property: pleasure grounds, | | | 15,648 71 |
| TOTAL PERMANENT INVESTMENTS, | | | \$377,183 45 |
| Cash and current assets: | | | |
| Cash, | \$1,830 88 | | |
| Bills and accounts receivable, | 533 20 | | |
| TOTAL CASH AND CURRENT ASSETS, | | | 2,364 08 |
| Miscellaneous assets: | | | |
| Materials and supplies, | \$2,042 96 | | |
| Other assets and property: prepaid insurance, | 637 46 | | |
| TOTAL MISCELLANEOUS ASSETS, | | | 2,680 42 |
| Profit and loss balance (deficit), | | | 14,683 90 |
| TOTAL, | | | \$396,911 85 |
| LIABILITIES. | | Cr. | |
| Capital stock, | | | \$160,000 00 |
| Funded debt, | | | 160,000 00 |
| Current liabilities: | | | |
| Loans and notes payable, | \$72,600 00 | | |
| Audited vouchers and accounts, | 779 87 | | |
| TOTAL CURRENT LIABILITIES, | | | 73,379 87 |
| Accrued liabilities: interest accrued and not yet due, . . | | | 3,531 98 |
| TOTAL, | | | \$396,911 85 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$160,000 00 | | |
| Capital stock authorized by votes of company, | 160,000 00 | | |
| Capital stock issued and outstanding, | | | \$160,000 00 |
| Number of shares issued and outstanding, | 1,600 | | |
| Number of stockholders, | 36 | | |
| Number of stockholders in Massachusetts, | 35 | | |
| Amount of stock held in Massachusetts, | \$157,500 00 | | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|----------------------|----------------------|------------------------|--------------------------------------|
| First mortgage bonds, | Per Cent. 5 | July 1, 1921, . | \$160,000 00 | \$8,000 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 644,018 |
| Number carried per mile of main railway track operated, . | 47,670 |
| Number of car miles run, | 174,473 |
| Average number of persons employed, | 22 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Penders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|---------------------------------|---------------------------|------------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 6 | 6 | 6 | 12 |
| Open passenger cars, | 6 | 6 | - | 12 |
| TOTAL, | 12 | 12 | 6 | 24 |
| CARS — OTHER SERVICE. | | | | |
| Work cars, | 1 | 1 | - | 2 |
| Snow ploughs, | 2 | - | - | 4 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 13.510 miles. |
| Length of sidings, switches, etc., | .350 " |
| Total, computed as single track, | 13.860 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 2.089 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Marlborough, Southborough, Westborough and Grafton.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (3 in number), viz.: | | |
| With Grafton & Upton Railroad, at Westborough Street, Grafton, . | 1 | 1 |
| With Grafton & Upton Railroad, at junction of Shrewsbury and Oak streets, Grafton, . | 1 | 1 |
| With New York, New Haven & Hartford Railroad, at Florence Street, Marlborough, | 1 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 3 | 3 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 3

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 22 | - | 1 | - | 23 |
| Employees, | - | 1 | - | - | - | 1 |
| Other persons, | - | - | - | - | - | - |
| TOTALS, | - | 23 | - | 1 | - | 24 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MARLBOROUGH & WESTBOROUGH STREET RAILWAY COMPANY,
WESTBOROUGH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William N. Davenport, *President*, Marlborough, Mass. Edward F. Blodgett,
Vice-President, Leominster, Mass. Walter R. Dame, *Treasurer and Clerk of*
Corporation, Clinton, Mass. Dame & Saunders, *General Counsel*, Clinton,
Mass. Harry C. Garfield, *Superintendent*, Westborough, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William N. Davenport, Marlborough, Mass. Edward F. Blodgett, Leomin-
ster, Mass. George R. Damon, Leominster, Mass. Adams Franklin Brown,
Westborough, Mass. Jerome Marble, Worcester, Mass. M. P. Clough, Lynn,
Mass. Walter R. Dame, Clinton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WM. N. DAVENPORT,
EDWARD F. BLODGETT,
GEO. R. DAMON,
ADAMS F. BROWN,
WALTER R. DAME,

Directors.

WALTER R. DAME,

Treasurer.

HARRY C. GARFIELD,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. Nov. 1, 1905. Then personally appeared the above-named Wm. N. Davenport, Edward F. Blodgett, George R. Damon, Adams F. Brown and Walter R. Dame, directors, Walter R. Dame, treasurer, and Harry C. Garfield, superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDGAR WEEKS,

Justice of the Peace.

REPORT

OF THE

MARTHA'S VINEYARD STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

[Operated by the Cottage City & Edgartown Traction Company.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|------------|
| Rental received from lease of railway, | \$280 00 |
| Expenses and charges upon income accrued during the year: repairing track, | \$280 00 |
| Amount of surplus September 30, 1904, | \$532 03 |
| Credits to profit and loss account during the year: | |
| Reduction in capital, | \$1,167 50 |
| Account charged off, | 652 35 |
| TOTAL CREDITS, | \$1,819 85 |
| Debits to profit and loss account during the year: | |
| Depreciation, | \$2,280 74 |
| Account charged off, | 71 14 |
| TOTAL DEBITS, | 2,351 88 |
| NET AMOUNT DEBITED TO PROFIT AND LOSS, | \$532 03 |

| GENERAL BALANCE SHEET SEPTEMBER 30, 1905. | |
|---|------------|
| ASSETS. | DR. |
| Cost of railway: | |
| Roadbed and tracks, | \$4,500 00 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 1,000 00 |
| Other items of railway cost: land for right of way, | 2,500 00 |
| TOTAL COST OF RAILWAY OWNED, | \$8,000 00 |
| TOTAL, | \$8,000 00 |

| LIABILITIES. | | CR. |
|--|--------------|--------------|
| Capital stock (amount paid in), | | \$8,000 00 |
| TOTAL, | | \$8,000 00 |
| PROPERTY ACCOUNTS. | | |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): depreciation, | | \$2,280 74 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$150,000 00 | |
| Capital stock authorized by votes of company, | 8,000 00 | |
| Amount paid in on 80 shares not yet issued, | | \$8,000 00 |
| Number of subscribers, | 6 | |
| Number of subscribers in Massachusetts, | 6 | |
| Amount of subscriptions held in Massachusetts, | \$8,000 00 | |
| RAILWAY OWNED. | | |
| Length of railway line, | | 1.100 miles. |

GENERAL REMARKS AND EXPLANATIONS.

The present owners of the property have reduced the capital to \$8,000, and have placed the property accounts at this appraisal.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MARTHA'S VINEYARD STREET RAILWAY COMPANY,
15 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Andrew A. Highlands, *President and General Counsel*, 15 State Street, Boston, Mass. Allen A. Brown, *Treasurer and Clerk of Corporation*, 30 Kilby Street, Boston, Mass. Edwin R. Frasier, *General Manager and Superintendent*, Cottage City, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Andrew A. Highlands, Brookline, Mass. Allen A. Brown, Boston, Mass. Edwin R. Frasier, Cottage City, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ANDREW A. HIGHLANDS,
ALLEN A. BROWN,
EDWIN R. FRASIER, *Directors.*
ALLEN A. BROWN, *Treasurer.*
EDWIN R. FRASIER, *Superintendent.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 23, 1905. Then personally appeared the above-named Andrew A. Highlands, Allen A. Brown and Edwin R. Frasier, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT GARCEAU,
Notary Public.

REPORT

OF THE

MEDFIELD & MEDWAY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|--------------------|
| Gross earnings from operation, | \$22,936 86 |
| Operating expenses, | 17,706 26 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$5,230 60 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$5,000 00 |
| Interest and discount on unfunded debts and loans, | 2,581 17 |
| Taxes, State and local, | \$1 60 |
| Taxes, commutation, | 195 53 |
| | 197 13 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . | 7,778 30 |
| Deficit for the year ending September 30, 1905, | \$2,547 70 |
| Amount of deficit September 30, 1904, | 7,205 35 |
| Credits to profit and loss account during the year: amount rebated on an account, | \$318 04 |
| Debits to profit and loss account during the year: disputed claim allowed, | 850 00 |
| NET AMOUNT DEBITED TO PROFIT AND LOSS, | 531 96 |
| TOTAL DEFICIT SEPTEMBER 30, 1905, | \$10,285 01 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$22,814 36 |
| Receipts from advertising in cars, | 87 50 |
| Other earnings from operation: chartered cars, | 35 00 |
| GROSS EARNINGS FROM OPERATION, | \$22,936 86 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$676 00 |
| General office expenses and supplies, | 12 69 |

General expenses — *Concluded.*

| | |
|--|-----------------|
| Legal expenses, | \$877 25 |
| Other general expenses: | |
| Advertising, | 35 00 |
| Miscellaneous general expense, | 209 76 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 849 45 |
| Repair of electric line construction, | 88 47 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 244 67 |
| Repair of electric equipment of cars, | 593 15 |
| Transportation expenses: | |
| Cost of electric motive power, | 5,372 06 |
| Wages and compensation of persons employed in conducting transportation, | 7,540 10 |
| Removal of snow and ice, | 588 13 |
| Damages for injuries to persons and property, | 40 00 |
| Other transportation expenses: | |
| Car service supplies and expenses, | 32 93 |
| Cleaning, oiling and sanding tracks, | 546 60 |
| TOTAL OPERATING EXPENSES, | \$17,706 26 |

PROPERTY ACCOUNTS.

| | |
|---|----------|
| Additions to railway: cutting grade down, | \$750 00 |
|---|----------|

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

ASSETS.

Dr.

Cost of railway:

| | |
|--|--------------|
| Roadbed and tracks, | \$151,976 77 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 50,607 12 |
| Interest accrued during construction of railway, | 1,086 41 |
| Engineering and other expenses incident to construction, | 11,868 37 |

| | |
|--|--------------|
| TOTAL COST OF RAILWAY OWNED, | \$215,538 67 |
|--|--------------|

Cost of equipment:

| | |
|--|-------------|
| Cars and other rolling stock and vehicles, | \$15,415 28 |
| Electric equipment of same, | 5,861 87 |
| Other items of equipment, | 42 88 |

| | |
|--|-----------|
| TOTAL COST OF EQUIPMENT OWNED, | 21,320 03 |
|--|-----------|

| | |
|--|----------|
| Cost of land and buildings: land necessary for operation of railway, | 1,352 39 |
|--|----------|

| | |
|--|--------------|
| TOTAL PERMANENT INVESTMENTS, | \$238,211 09 |
|--|--------------|

| | |
|--|-----------|
| Cash and current assets: cash, | 326 55 |
| Profit and loss balance (deficit), | 10,285 01 |

| | |
|------------------|--------------|
| TOTAL, | \$248,822 65 |
|------------------|--------------|

| LIABILITIES. | | CR. |
|--|--------------|--------------|
| Capital stock, | | \$100,000 00 |
| Funded debt, | | 100,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$43,697 12 | |
| Audited vouchers and accounts, | 1,061 40 | |
| TOTAL CURRENT LIABILITIES, | | 44,758 52 |
| Accrued liabilities: interest accrued and not yet due, | | 4,064 13 |
| TOTAL, | | \$248,822 65 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$100,000 00 | |
| Capital stock authorized by votes of company, | 100,000 00 | |
| Capital stock issued and outstanding, | | \$100,000 00 |
| Number of shares issued and outstanding, | 1,000 | |
| Number of stockholders, | 13 | |
| Number of stockholders in Massachusetts, | 13 | |
| Amount of stock held in Massachusetts, | \$100,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--------------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage gold bonds, | Per Cent. 5 | July 1, 1920, . | \$100,000 00 | \$5,000 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 462,423 |
| Number carried per mile of main railway track operated, | 42,004 |
| Number of car miles run, | 143,814 |
| Average number of persons employed, | 18 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Total Passenger Cars. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|---------------|-----------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | | |
| Box passenger cars, | 2 | 2 | 4 | 2 | 2 | - |
| Open passenger cars, | 3 | - | 3 | 3 | - | - |
| TOTAL, | 5 | 2 | 7 | 5 | 2 | 10 |
| Snow ploughs, | 2 | - | - | - | - | - |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 11.009 miles. |
| Length of sidings, switches, etc., | .241 " |
| Total, computed as single track, | 11.250 " |

Names of the several cities and towns in which the railways operated by the company are located : Medfield, Millis, Medway and Franklin.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (1 in number), viz.:— With New York, New Haven & Hartford Railroad, Main Street, Medfield, | 2 | 1 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | 1 | - | 1 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | - | - | - |
| TOTALS, | - | - | - | 1 | - | 1 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MEDFIELD & MEDWAY STREET RAILWAY COMPANY,
WESTWOOD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Fred. S. Gore, *President*, 54 Kilby Street, Boston, Mass. Charles N. Chase, *Treasurer*, 28 State Street, Boston, Mass. James A. Fitton, *Clerk of Corporation*, 85 Water Street, Boston, Mass. Ezra E. Savage, *Superintendent*, Westwood, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Fred. S. Gore, Dorchester, Mass. John F. Merrill, Quincy, Mass. James A. Fitton, Dorchester, Mass. Edward E. Blodgett, Brookline, Mass. John R. Graham, Quincy, Mass. Charles N. Chase, Stoughton, Mass. Hiram M. Burton, Winchester, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true, to the best of our knowledge and belief.

FRED. S. GORE,
EDWARD E. BLODGETT,
JAMES A. FITTON,
CHARLES N. CHASE,
Directors.
CHARLES N. CHASE,
Treasurer.
EZRA E. SAVAGE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS

SUFFOLK, ss. Nov. 13, 1905. Then personally appeared the above-named Fred. S. Gore, Edward E. Blodgett, James A. Fitton, Charles N. Chase and Ezra E. Savage, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FREDERICK W. EATON,
Justice of the Peace.

REPORT

OF THE

MILFORD, ATTLEBOROUGH & WOONSOCKET STREET
RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$77,928 87 |
| Operating expenses, | 57,564 25 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$20,364 62 |
| Charges upon income accrued during the year : | |
| Interest on funded debt, \$12,500 00 | |
| Interest and discount on unfunded debts and loans, 1,616 08 | |
| Taxes, State and local, 3,239 07 | |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 17,355 15 |
| Surplus for the year ending September 30, 1905, | \$3,009 47 |
| Amount of surplus September 30, 1904, | 17,196 19 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$20,205 66 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$76,855 38 |
| Receipts from carriage of mails, | 92 99 |
| Receipts from rentals of buildings and other property, | 680 50 |
| Receipts from advertising in cars, | 300 00 |
| GROSS EARNINGS FROM OPERATION, | \$77,928 87 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$1,248 00 |
| General office expenses and supplies, | 312 00 |
| Legal expenses, | 120 00 |
| Insurance, | 1,875 62 |
| Other general expenses: oil, salt, etc , | 1,820 86 |
| Maintenance of roadway and buildings : | |
| Repair of roadbed and track, | 4,934 32 |
| Repair of electric line construction, | 447 53 |
| Repair of buildings, | 10 58 |

| | |
|--|--------------------|
| Maintenance of equipment : | |
| Repair of cars and other vehicles, | \$3,983 68 |
| Repair of electric equipment of cars, | 3,301 17 |
| Transportation expenses : | |
| Cost of electric motive power, \$16,348.72; less power sold, \$5,475; net, | 10,873 72 |
| Wages and compensation of persons employed in conducting transportation, | 19,110 72 |
| Removal of snow and ice, | 947 60 |
| Damages for injuries to persons and property, | 7,944 61 |
| Tolls for trackage over other railways, | 263 92 |
| Rentals of buildings and other property, | 267 92 |
| Other transportation expenses: advertising time tables, | 102 00 |
| TOTAL OPERATING EXPENSES, | \$57,564 25 |

PROPERTY ACCOUNTS.

| | |
|--|------------|
| Additions to equipment: electric equipment (4 motor equipments), | \$8,906 99 |
|--|------------|

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | | DR. |
|--|--------------|---------------------|
| Cost of railway : | | |
| Roadbed and tracks, | \$287,799 63 | |
| Electric line construction, including poles, wiring, feeder lines, etc , | 71,904 70 | |
| Interest accrued during construction of railway, | 17,396 83 | |
| Engineering and other expenses incident to construction, | 10,558 59 | |
| TOTAL COST OF RAILWAY OWNED, | | \$387,659 75 |
| Cost of equipment: cars and other rolling stock and vehicles, | | 91,400 46 |
| Cost of land and buildings : | | |
| Land necessary for operation of railway, | \$6,405 02 | |
| Electric power stations, including equipment, | 80,932 79 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 87,337 81 |
| Other permanent property: tenements and buildings at Hoag Lake, | | 31,414 86 |
| TOTAL PERMANENT INVESTMENTS, | | \$597,812 88 |
| Cash and current assets : | | |
| Cash, | \$3,192 54 | |
| Bills and accounts receivable, | 23,622 72 | |
| Other cash and current assets: insurance prepaid, | 1,026 65 | |
| TOTAL CASH AND CURRENT ASSETS, | | 27,841 91 |
| TOTAL, | | \$625,654 79 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$315,000 00 |
| Funded debt, | | 250,000 00 |

| | | | | | |
|---|--|--|--|--------------|--------------|
| Current liabilities : | | | | | |
| Loans and notes payable, | | | | \$29,500 00 | |
| Audited vouchers and accounts, | | | | 10,949 13 | |
| TOTAL CURRENT LIABILITIES, | | | | | \$40,449 13 |
| Profit and loss balance (surplus), | | | | | 20,205 66 |
| TOTAL, | | | | | \$625,654 79 |
| CAPITAL STOCK. | | | | | |
| Capital stock authorized by law, | | | | \$315,000 00 | |
| Capital stock authorized by votes of company, | | | | 315,000 00 | |
| Capital stock issued and outstanding, | | | | | \$315,000 00 |
| Number of shares issued and outstanding, | | | | 3,150 | |
| Number of stockholders, | | | | 65 | |
| Number of stockholders in Massachusetts, | | | | 65 | |
| Amount of stock held in Massachusetts, | | | | \$315,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| First mortgage bonds, | 5 | Oct. 1, 1919, . | \$250,000 00 | \$12,500 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 1,543,348 |
| Number carried per mile of main railway track operated, | 51,445 |
| Number of car miles run, | 544,824 |
| Average number of persons employed, | 43 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 10 | 4 | 10 | - |
| Open passenger cars, | 16 | 6 | - | - |
| TOTAL, | 26 | 10 | - | 102 |
| Snow ploughs, | 3 | - | - | 3 |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Highway vehicles: tower wagon, | 1 |
|--|---|

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 30.000 miles. |
| Length of sidings, switches, etc., | .520 " |
| Total, computed as single track, | 30.520 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 5.725 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Milford, Hopedale, Mendon, Bellingham, Franklin and Wrentham.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (1 in number), viz.: With Grafton & Upton Railroad, at South Main Street, Milford, . | 1 | 1 |

Number of above crossings at which *frogs* are inserted in the tracks, . 1

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 11 | - | 2 | - | 13 |
| Employees, | - | 1 | - | - | - | 1 |
| Other persons, | - | - | - | 2 | - | 2 |
| TOTALS, | - | 12 | - | 4 | - | 16 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MILFORD, ATTLEBOROUGH & WOONSOCKET STREET RAILWAY
COMPANY,
FRANKLIN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Geo. W. Wiggin, *President and General Counsel*, Franklin, Mass. Edgar K. Ray, *Treasurer and General Manager*, Franklin, Mass. Wm. H. Tyler, *Clerk of Corporation*, Worcester, Mass. Herbert M. Young, *Superintendent*, Woonsocket, R. I.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edgar K. Ray, Franklin, Mass. Geo. W. Wiggin, Franklin, Mass. Jas. F. Ray, Franklin, Mass. Wm. H. Tyler, Worcester, Mass. Chas. W. Shippee, Milford, Mass. Adelbert D. Thayer, Franklin, Mass. Harry G. Lowe, Leominster, Mass. Jos. G. Ray, Franklin, Mass. John W. Knibbs, Worcester, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN W. KNIBBS,
JOSEPH G. RAY,
ADELBERT D. THAYER,
JAMES F. RAY,
CHAS. W. SHIPPEE,
GEORGE W. WIGGIN,
Directors.
EDGAR K. RAY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. FRANKLIN, Oct. 11, 1905. Then personally appeared the above-named John W. Knibbs, Joseph G. Ray, Adelbert D. Thayer, James F. Ray, Charles W. Shippee, George W. Wiggin and Edgar K. Ray, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM A. WYCKOFF,
Justice of the Peace.

REPORT

OF THE

MILFORD & UXBRIDGE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|--------------|
| Gross earnings from operation, | \$150,926 64 |
| Operating expenses, | 106,378 50 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$44,548 14 |
| Charges upon income accrued during the year : | |
| Interest on funded debt, | \$20,750 00 |
| Interest and discount on unfunded debts and loans, | 4,437 42 |
| Taxes, State and local, | \$4,188 35 |
| Taxes, commutation, | 2,994 45 |
| | 7,182 80 |
| Other deductions from income: amusements, | 1,687 70 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 34,057 92 |
| Surplus for the year ending September 30, 1905, | \$10,490 22 |
| Amount of deficit September 30, 1904, | 5,249 17 |
| Credits to profit and loss account during the year: excise tax, | 105 20 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$5,346 25 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$149,721 98 |
| Receipts from carriage of mails, | 495 14 |
| Receipts from advertising in cars, | 520 82 |
| Other earnings from operation: transportation of papers, | 188 70 |
| GROSS EARNINGS FROM OPERATION, | \$150,926 64 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$4,927 88 |
| General office expenses and supplies, | 254 12 |
| Insurance, | 2,820 00 |
| Other general expenses: printing, telephone, etc., | 1,455 23 |

| | |
|---|---------------------|
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | \$8,215 35 |
| Repair of electric line construction, | 6,824 50 |
| Repair of buildings, | 1,049 38 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 5,276 34 |
| Repair of electric equipment of cars, | 4,545 57 |
| Transportation expenses: | |
| Cost of electric motive power, \$37,268.22; less power sold, \$14,636.14; net, | 22,632 08 |
| Wages and compensation of persons employed in conduct- ing transportation, | 40,436 13 |
| Removal of snow and ice, | 1,572 85 |
| Damages for injuries to persons and property, | 4,639 50 |
| Other transportation expenses: waste, oil, etc., | 1,729 57 |
| TOTAL OPERATING EXPENSES, | \$106,378 50 |

PROPERTY ACCOUNTS.

| | |
|---|--------------------|
| Additions to railway: new electric line construction (length, 69,646 feet),* | \$2,347 08 |
| Additions to equipment: | |
| Additional cars (1 in number), (platform), | \$1,198 78 |
| Other additional rolling stock and vehicles, | 989 00 |
| Other additions to equipment: new motors, | 9,228 20 |
| TOTAL ADDITIONS TO EQUIPMENT, | 11,415 98 |
| Additions to land and buildings: | |
| Additional land necessary for operation of railway, | \$1,775 00 |
| Additional equipment of power stations, | 3,323 49 |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | 5,098 49 |
| Additions to other permanent property: Nipmuc park prop- erty, | 124 50 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$18,986 05 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | Dr. |
|---|---------------------|
| Cost of railway: | |
| Roadbed and tracks, | \$374,943 16 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 106,677 59 |
| Engineering and other expenses incident to construction, | 10,290 63 |
| TOTAL COST OF RAILWAY OWNED, | \$491,911 38 |
| Cost of equipment: | |
| Cars and other rolling stock and vehicles, | \$72,240 33 |
| Electric equipment of same, | 85,655 81 |
| Other items of equipment: heaters, regis- ters, etc., | 36,596 92 |
| TOTAL COST OF EQUIPMENT OWNED, | 194,493 06 |

* Part expense of putting 2/0 wire in place of 1/0.

| | | | |
|--|-----------|-----|--------------|
| Cost of land and buildings : | | | |
| Land necessary for operation of railway, | \$9,321 | 30 | |
| Electric power stations, including equip- ment, | 155,393 | 04 | |
| Other buildings necessary for operation of railway, | 59,798 | 41 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | | \$224,512 75 |
| Other permanent property : Nipmuc Park property, | | | 28,479 74 |
| TOTAL PERMANENT INVESTMENTS, | | | \$939,396 93 |
| Cash and current assets : | | | |
| Cash, | \$3,408 | 49 | |
| Bills and accounts receivable, | 1,976 | 30 | |
| Other cash and current assets : | | | |
| Prepaid insurance, | 2,384 | 38 | |
| Prepaid interest, | 2,079 | 22 | |
| TOTAL CASH AND CURRENT ASSETS, | | | 9,848 39 |
| Miscellaneous assets : | | | |
| Materials and supplies, | \$11,578 | 14 | |
| Other assets and property : fuel on hand, | 1,255 | 17 | |
| TOTAL MISCELLANEOUS ASSETS, | | | 12,833 31 |
| TOTAL, | | | \$962,078 63 |
| LIABILITIES. | | Cr. | |
| Capital stock, | | | \$440,000 00 |
| Funded debt, | | | 415,000 00 |
| Current liabilities : | | | |
| Loans and notes payable, | \$62,047 | 00 | |
| Audited vouchers and accounts, | 33,430 | 27 | |
| TOTAL CURRENT LIABILITIES, | | | 95,477 27 |
| Accrued liabilities : | | | |
| Interest accrued and not yet due, | \$3,260 | 66 | |
| Taxes accrued and not yet due, | 2,994 | 45 | |
| TOTAL ACCRUED LIABILITIES, | | | 6,255 11 |
| Profit and loss balance (surplus), | | | 5,346 25 |
| TOTAL, | | | \$962,078 63 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$441,500 | 00 | |
| Capital stock authorized by votes of company, | 441,500 | 00 | |
| Capital stock issued and outstanding, | | | \$440,000 00 |
| Number of shares issued and outstanding, | 4,400 | | |
| Number of stockholders, | 123 | | |
| Number of stockholders in Massachusetts, | 17 | | |
| Amount of stock held in Massachusetts, | \$85,000 | 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|-----------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| First mortgage gold bonds,* . . . | 5 | Jan. 1, 1918, | \$165,000 00 | \$8,250 00 |
| First mortgage gold bonds, . . . | 5 | Jan. 1, 1918, | 50,000 00 | 2,500 00 |
| First mortgage gold bonds, . . . | 5 | Jan. 1, 1918, | 200,000 00 | 10,000 00 |
| TOTALS, | | | \$415,000 00 | \$20,750 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|---|-----------|
| Number of passengers paying revenue carried during the year, | 2,910,165 |
| Number carried per mile of main railway track operated, . . . | 83,854 |
| Number of car miles run, | 703,703 |
| Average number of persons employed, | 100 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 21 | 21 | 21 | - |
| Open passenger cars, | 20 | 20 | - | - |
| TOTAL, | 41 | 41 | 21 | 104 |
| CARS — OTHER SERVICE. | | | | |
| Platform freight cars, | 2 | - | - | - |
| Other cars, | 1 | - | - | - |
| TOTAL, | 3 | - | - | - |
| Snow ploughs, | 8 | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|---------------------------|---|
| Railway rolling stock: | |
| Snow levellers, | 1 |
| Walkaways, | 2 |

* Milford, Holliston & Framingham Street Railway Company, now consolidated with Milford & Uxbridge Street Railway Company.

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owued. | Trackage over Other Railways. | Total Owued, etc. |
|--|------------------|-------------------------------------|-------------------------|
| Length of railway line, | Miles. 33.689 | Miles. .025 | Miles. 33.714 |
| Length of second main track, | .991 | — | .991 |
| TOTAL LENGTH OF MAIN TRACK, | 34.680 | .025 | 34.705 |
| Length of sidings, switches, etc., | 1.226 | — | 1.226 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 35.906 | .025 | 35.931 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 5.025 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located : Framingham, Ashland, Holliston, Milford, Hopedale, Mendon, Uxbridge, Medway, Bellingham and Hopkinton.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (3 in number), viz. : — | | |
| With Grafton & Upton Railroad, at Hopedale, | 2 | 1 |
| With New York, New Haven & Hartford Railroad, at Milford, | 1 | 1 |
| With Boston & Albany Railroad, at Hollis Street, South Framingham, | 1 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 4 | 3 |

Number of above crossings at which *frogs* are inserted in the tracks, 4

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | — | 1 | — | 3 | — | 4 |
| Employees, | — | — | — | — | — | — |
| Other persons, | — | — | 2 | 1 | 2 | 1 |
| TOTALS, | — | 1 | 2 | 4 | 2 | 5 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MILFORD & UXBRIDGE STREET RAILWAY COMPANY,
MILFORD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John T. Manson, *President*, 82 Church Street, New Haven, Conn. J. Willis Downs, *Vice-President*, 82 Church Street, New Haven, Conn. James E. Walker, *Treasurer*, Milford, Mass. Wendell Williams, *Clerk of Corporation and General Counsel*, Milford, Mass. Harry C. Tilden, *Auditor*, Milford, Mass. Walter L. Adams, *Superintendent*, Milford, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John T. Manson, New Haven, Conn. Sydney Harwood, Newton, Mass. Chas. E. Graham, New Haven, Conn. Herbert C. Fuller, New Haven, Conn. George A. Draper, Hopedale, Mass. James E. Walker, Milford, Mass. J. Willis Downs, New Haven, Conn.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN T. MANSON,
J. WILLIS DOWNS,
CHAS. E. GRAHAM,
GEO A. DRAPER,
SYDNEY HARWOOD,
JAMES E. WALKER,

Directors.

JAMES E. WALKER,

Treasurer.

WALTER L. ADAMS,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. OCT. 31, 1905. Then personally appeared the above-named John T. Manson, J. Willis Downs, Chas. E. Graham, George A. Draper, Sydney Harwood, James E. Walker and Walter L. Adams, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WENDELL WILLIAMS,

Justice of the Peace.

REPORT

OF THE

MOUNT TOM RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

[Leased to and operated by the Holyoke.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|--------------|
| Rental received from lease of railway, | \$6,000 00 |
| Income from other sources : interest on note, | 36 80 |
| GROSS INCOME, | \$6,036 80 |
| Dividends declared (6 per cent), | 6,000 00 |
| Surplus for the year ending September 30, 1905, | \$36 80 |
| Amount of surplus September 30, 1904, | 735 98 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$772 78 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1905. | |
| ASSETS. | DR. |
| Cost of railway, | \$58,216 46 |
| Cost of equipment, | 4,900 00 |
| Cost of land and buildings, | 36,883 54 |
| TOTAL PERMANENT INVESTMENTS, | \$100,000 00 |
| Cash and current assets : bills and accounts receivable, | 772 78 |
| TOTAL, | \$100,772 78 |
| LIABILITIES. | CR. |
| Capital stock, | \$100,000 00 |
| Profit and loss balance (surplus), | 772 78 |
| TOTAL, | \$100,772 78 |
| CAPITAL STOCK. | |
| Capital stock authorized by law, | \$100,000 00 |
| Capital stock authorized by votes of company, | 100,000 00 |
| Capital stock issued and outstanding, | \$100,000 00 |
| Number of shares issued and outstanding, | 1,000 |
| Number of stockholders, | 98 |
| Number of stockholders in Massachusetts, | 86 |
| Amount of stock held in Massachusetts, | \$83,800 00 |

RAILWAY OWNED.

| | |
|--|------------|
| Length of railway line, | .900 mile. |
| Length of sidings, switches, etc., | .100 " |
| Total, computed as single track, | 1.000 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|------------|
| Length of railway line, | .900 mile. |
|-----------------------------------|------------|

Names of the several cities and towns in which the railway owned by the company is located: Northampton.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MOUNT TOM RAILROAD COMPANY,

25 CANAL STREET, HOLYOKE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William S. Loomis, *President and General Manager*, 25 Canal Street, Holyoke, Mass. Henry O. Hastings, *Treasurer*, 199 High Street, Holyoke, Mass. Louis D. Pellissier, *Clerk of Corporation*, 25 Canal Street, Holyoke, Mass. Geo. H. Hunter, *Superintendent*, 25 Canal Street, Holyoke, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William S. Loomis, Holyoke, Mass. Henry O. Hastings, Holyoke, Mass. Frederick Harris, Springfield, Mass. L. Clarke Seelye, Northampton, Mass. N. Saxton Cooley, Windsor Locks, Conn.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WM. S. LOOMIS,
L. CLARK SEELYE,
H. O. HASTINGS, *Directors.*
H. O. HASTINGS, *Treasurer.*
GEORGE H. HUNTER,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. HOLYOKE, Oct. 31, 1905. Then personally appeared the above-named Wm. S. Loomis, L. Clark Seelye, H. O. Hastings and George H. Hunter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

THOMAS W. SPENCER,
Notary Public.

REPORT

OF THE

NAHANT & LYNN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

[Commenced operation July 20, 1905.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$19,227 84 |
| Operating expenses, | 6,453 37 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$12,774 47 |
| Charges upon income accrued during the year: interest and discount on unfunded debts and loans, | 22 26 |
| Surplus for the year ending September 30, 1905, | \$12,752 21 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$12,752 21 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$19,227 84 |
| GROSS EARNINGS FROM OPERATION, | \$19,227 84 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$442 29 |
| General office expenses and supplies, | 424 31 |
| Other general expenses: advertising, printing, etc., | 1,341 79 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 253 32 |
| Repair of electric line construction, | 24 63 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 449 40 |
| Repair of electric equipment of cars, | 268 86 |
| Transportation expenses: | |
| Cost of electric motive power, | 1,198 90 |
| Wages and compensation of persons employed in conducting transportation, | 2,033 87 |
| Damages for injuries to persons and property, | 16 00 |
| TOTAL OPERATING EXPENSES, | \$6,453 37 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | | Dr. |
|---|-----------|--------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$123,914 | 61 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 15,489 | 44 |
| TOTAL COST OF RAILWAY OWNED, | | \$139,404 05 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$11,692 | 15 |
| Electric equipment of same, | 13,458 | 61 |
| TOTAL COST OF EQUIPMENT OWNED, | | 25,150 76 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$1,000 | 00 |
| Other buildings necessary for operation of railway, | 9,844 | 26 |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 10,844 26 |
| Other permanent property: office furniture and fixtures, | | 432 18 |
| TOTAL PERMANENT INVESTMENTS, | | \$175,831 25 |
| TOTAL, | | \$175,831 25 |
| LIABILITIES. | | Cr. |
| Capital stock, | | |
| Capital stock, | \$50,000 | 00 |
| Additional stock subscribed and paid for, | 33,300 | 00 |
| TOTAL CAPITAL STOCK, | | \$83,300 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$31,000 | 00 |
| Audited vouchers and accounts, | 46,353 | 24 |
| Miscellaneous current liabilities: | | |
| Overpaid on stock, | 500 | 00 |
| Cash overdraft, | 1,925 | 80 |
| TOTAL CURRENT LIABILITIES, | | 79,779 04 |
| Profit and loss balance (surplus), | | 12,752 21 |
| TOTAL, | | \$175,831 25 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$50,000 | 00 |
| Capital stock authorized by votes of company, | 100,000 | 00 |
| Capital stock issued and outstanding, | \$50,000 | 00 |
| Amount paid in on shares not yet issued, | 33,300 | 00 |
| TOTAL CAPITAL STOCK LIABILITY, | | \$83,300 00 |
| Number of shares issued and outstanding, | 500 | |
| Number of stockholders, | 38 | |
| Number of stockholders in Massachusetts, | 38 | |
| Amount of stock held in Massachusetts, | \$83,300 | 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 254,652 |
| Number carried per mile of main railway track operated, . | 42,279 |
| Number of car miles run, | 30,411 |
| Average number of persons employed, | 28 |
| Company commenced operation July 20, 1905. | |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Equipped with Tenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|---------------------------------|------------------|---------------------------|------------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | |
| Box passenger cars, | 2 | - | 2 | 2 | 4 |
| Open passenger cars, | 7 | - | 7 | - | 12 |
| TOTAL, | 9 | - | 9 | 2 | 16 |
| Snow ploughs, | - | 1 | - | - | - |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|--------------|
| Length of railway line, | 3.662 miles. |
| Length of second main track, | 2.353 " |
| Total length of main track, | 6.015 " |
| Length of sidings, switches, etc., | .008 " |
| Total, computed as single track, | 6.023 " |

Names of the several cities and towns in which the railways operated by the company are located: Nahant and Lynn.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NAHANT & LYNN STREET RAILWAY COMPANY,
WASHINGTON STREET, LYNN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William LaCroix, *President*, 15 Harrison Court, Lynn, Mass. Benjamin W. Currier, *Vice-President*, 38 Exchange Street, Lynn, Mass. Clifton Colburn, *Treasurer*, 38 Exchange Street, Lynn, Mass. Walter H. Southwick, *Clerk of Corporation*, 38 Exchange Street, Lynn, Mass. Joseph E. Dozier, *General Manager and Superintendent*, Lynn, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William LaCroix, Lynn, Mass. Benjamin W. Currier, Lynn, Mass. Clifton Colburn, Lynn, Mass. George W. Belonga, Lynn, Mass. Walter H. Southwick, Nahant, Mass. Edward E. Strout, Nahant, Mass. James T. Lennox, Lynn, Mass. Arthur G. Walton, Reading, Mass. George H. Plummer, Lynn, Mass. Fred E. Baker, Lynn, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WILLIAM LACROIX,
CLIFTON COLBURN,
BENJAMIN W. CURRIER,
FRED E. BAKER,
ARTHUR G. WALTON,
GEORGE H. PLUMMER,

Directors.

CLIFTON COLBURN,

Treasurer.

J. E. DOZIER,

General Manager.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. LYNN, Dec. 4, 1905. Then personally appeared the above-named William LaCroix, Clifton Colburn, Benjamin W. Currier, Fred E. Baker, Arthur G. Walton and George H. Plummer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDWARD S. UNDERWOOD,

Justice of the Peace.

REPORT

OF THE

NATICK & COCHITUATE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$90,137 82 |
| Operating expenses, | 78,957 01 |
| GROSS INCOME ABOVE OPERATING EXPENSES, . . . | \$11,180 81 |
| Charges upon income accrued during the year : | |
| Interest and discount on unfunded debts and loans, | \$9,391 71 |
| Taxes, State and local, | 3,491 51 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . | 12,883 22 |
| Deficit for the year ending September 30, 1905, . . . | \$1,702 41 |
| Amount of surplus September 30, 1904, | 13,471 17 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$11,768 76 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$87,500 66 |
| Receipts from carriage of mails, | 250 00 |
| Receipts from carriage of express and parcels, | 90 |
| Receipts from rentals of buildings and other property, . . | 2,021 26 |
| Receipts from advertising in cars, | 365 00 |
| GROSS EARNINGS FROM OPERATION, | \$90,137 82 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$6,765 69 |
| General office expenses and supplies, | 1,602 45 |
| Legal expenses, | 973 41 |
| Insurance, | 868 76 |
| Other general expenses : store room expense, | 466 66 |
| Maintenance of roadway and buildings : | |
| Repair of roadbed and track, | 9,557 34 |
| Repair of electric line construction, | 548 04 |
| Repair of buildings, | 128 28 |

| | |
|--|--------------------|
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | \$3,877 67 |
| Repair of electric equipment of cars, | 2,722 51 |
| Renewal of horses, harnesses, shoeing, etc., and provender and stabling for horses, | 394 23 |
| Transportation expenses: | |
| Cost of electric motive power, | 17,383 33 |
| Wages and compensation of persons employed in conduct- ing transportation, | 27,265 50 |
| Removal of snow and ice, | 1,559 76 |
| Damages for injuries to persons and property, | 4,374 98 |
| Rentals of buildings and other property, | 422 99 |
| Other transportation expenses: miscellaneous shop expense, | 45 41 |
| TOTAL OPERATING EXPENSES, | \$78,957 01 |

PROPERTY ACCOUNTS.

| | |
|---|--------------------|
| Additions to railway: | |
| Improvement of track, | \$1,847 50 |
| Improvement of overhead line, | 249 84 |
| TOTAL ADDITIONS TO RAILWAY, | \$2,097 34 |
| Additions to equipment: | |
| Additional cars (8 in number), | \$19,348 24 |
| Electric equipment of same, | 12,424 84 |
| Other additions to equipment: | |
| Shop tools and machinery, | 161 73 |
| Air brakes, trucks, headlights and motors, | 13,652 49 |
| TOTAL ADDITIONS TO EQUIPMENT, | 45,587 30 |
| Additions to land and buildings: improvements to office build- ing, | 652 86 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$48,337 50 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): motors, | 2,460 00 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | \$45,877 50 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | | Dr. |
|---|--------------|---------------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$118,149 69 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 41,267 93 | |
| Engineering and other expenses incident to construction, | 1,019 57 | |
| TOTAL COST OF RAILWAY OWNED, | | \$160,437 19 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$58,041 26 | |
| Electric equipment of same, | 40,816 91 | |

| | | |
|--|--------------|--------------|
| Cost of equipment — <i>Concluded.</i> | | |
| Horses, | \$80 46 | |
| Other items of equipment: | | |
| Furniture and fixtures, | 138 61 | |
| Shop tools and machinery, | 592 02 | |
| | | |
| TOTAL COST OF EQUIPMENT OWNED, | | \$99,619 26 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, . . | \$13,427 50 | |
| Buildings necessary for operation of railway, . | 18,651 62 | |
| | | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 32,079 12 |
| | | |
| TOTAL PERMANENT INVESTMENTS, | | \$292,135 57 |
| Cash and current assets: | | |
| Cash, | \$20 00 | |
| Bills and accounts receivable, | 38,359 45 | |
| | | |
| TOTAL CASH AND CURRENT ASSETS, | | 38,379 45 |
| | | |
| Miscellaneous assets: unexpired insurance, | | 21 21 |
| | | |
| TOTAL, | | \$330,536 23 |
| | | |
| LIABILITIES. | | CR. |
| Capital stock, | | \$100,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$211,000 00 | |
| Audited vouchers and accounts, | 7,763 72 | |
| Salaries and wages, | 3 75 | |
| | | |
| TOTAL CURRENT LIABILITIES, | | 218,767 47 |
| | | |
| Profit and loss balance (surplus), | | 11,768 76 |
| | | |
| TOTAL, | | \$330,536 23 |
| | | |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$100,000 00 | |
| Capital stock authorized by votes of company, . . | 100,000 00 | |
| Capital stock issued and outstanding, | | \$100,000 00 |
| Number of shares issued and outstanding, | 1,000 | |
| Number of stockholders, | 16 | |
| Number of stockholders in Massachusetts, . . . | 16 | |
| Amount of stock held in Massachusetts, | \$100,000 00 | |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 1,771,486 |
| Number carried per mile of main railway track operated, | 98,800 |
| Number of car miles run, | 511,197 |
| Average number of persons employed, | 67 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|---------------------------------|---------------------------|------------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 17 | 17 | 17 | - |
| Open passenger cars, | 19 | 19 | - | - |
| TOTAL, | 36 | 36 | 17 | 82 |
| CARS — OTHER SERVICE. | | | | |
| Work cars, | 1 | - | - | - |
| Other cars, | 1 | - | - | - |
| TOTAL, | 2 | - | - | - |
| Snow ploughs, | 3 | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|---|---|
| Carts and snow sleds, | 1 |
| Other highway vehicles: tower wagon, express wagon and pung, | 3 |
| Horses, | 1 |
| Other items of equipment: harnesses, | 2 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 16.991 miles. |
| Length of second main track, | .939 " |
| Total length of main track, | 17.930 " |
| Length of sidings, switches, etc., | .828 " |
| Total, computed as single track, | 18.758 " |

Names of the several cities and towns in which the railways operated by the company are located: Framingham, Natick, Needham, Wayland and Wellesley.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (2 in number), viz.: — | | |
| With Boston & Albany Railroad at Central Street, Wellesley, . . . | 1 | 1 |
| With Boston & Albany Railroad at Washington Street, Wellesley, . | 1 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 2 | 2 |

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | 12 | - | 12 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | 2 | - | 2 |
| TOTALS, | - | - | - | 14 | - | 14 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NATICK & COCHITUATE STREET RAILWAY COMPANY,
 NEWTONVILLE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Harrison Harwood, *President*, Natick, Mass. Charles W. Smith, *Treasurer*,
 Newtonville, Mass. Frank W. Remick, *Clerk of Corporation*, Boston, Mass.
 Adams D. Claflin, *General Manager*, Newtonville, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Adams D. Claflin, Newton Centre, Mass. William F. Hammett, Newton,
 Mass. Sydney Harwood, Newton, Mass. Harrison Harwood, Natick, Mass.
 Robert Harwood, Natick, Mass. Charles W. Smith, Boston, Mass. Frank
 W. Remick, West Newton, Mass. James L. Richards, Newtonville, Mass.
 Alden E. Viles, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are
 full, just and true.

HARRISON HARWOOD,
 ALDEN E. VILES,
 ADAMS D. CLAFLIN,
 WILLIAM F. HAMMETT,
 CHAS. W. SMITH,
 J. L. RICHARDS,
 SYDNEY HARWOOD,
Directors.
 CHAS. W. SMITH,
Treasurer.
 ADAMS D. CLAFLIN,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 30, 1905. Then personally appeared the above-named Harrison Harwood, Alden E. Viles, Adams D. Claffin, William F. Hammett, Chas. W. Smith, J. L. Richards and Sydney Harwood, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. M. COX,
Notary Public.

REPORT

OF THE

NEW BEDFORD & ONSET STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-----------------|
| Gross earnings from operation, | \$75,706 43 |
| Operating expenses, | 37,986 38 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$37,720 05 |
| Charges upon income accrued during the year : | |
| Interest on funded debt, | \$14,000 00 |
| Interest and discount on unfunded debts and loans, | 2,425 95 |
| Taxes, State and local, | \$4,082 22 |
| Taxes, commutation, | 587 75 |
| | <u>4,669 97</u> |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 21,095 92 |
| Surplus for the year ending September 30, 1905, | \$16,624 13 |
| Amount of surplus September 30, 1904, | 26,849 29 |
| Credits to profit and loss account during the year: adjustment of account, | 2,070 87 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$45,544 29 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$52,595 91 |
| Receipts from carriage of freight, | 5,999 39 |
| Receipts from tolls for use of tracks by other companies, | 2,324 23 |
| Receipts from rentals of buildings and other property, | 14,606 90 |
| Receipts from advertising in cars, | 180 00 |
| GROSS EARNINGS FROM OPERATION, | \$75,706 43 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$1,396 36 |
| General office expenses and supplies, | 96 95 |
| Legal expenses, | 69 28 |
| Insurance, | 1,143 88 |
| Other general expenses, | 159 65 |

Maintenance of roadway and buildings:

| | |
|---|------------|
| Repair of roadbed and track, | \$2,375 51 |
| Repair of electric line construction, | 502 08 |
| Repair of buildings, | 218 16 |

Maintenance of equipment:

| | |
|---|----------|
| Repair of cars and other vehicles, | 3,839 75 |
| Repair of electric equipment of cars, | 1,540 42 |

Transportation expenses:

| | |
|---|-----------|
| Cost of electric motive power, \$21,208.05; less power sold, \$12,443.98; net, | 8,764 07 |
| Wages and compensation of persons employed in conduct- ing transportation, | 10,473 24 |
| Removal of snow and ice, | 727 64 |
| Damages for injuries to persons and property, | 1,577 87 |
| Rentals of buildings and other property, | 51 00 |
| Other transportation expenses, | 5,050 52 |

| | |
|-------------------------------------|-------------|
| TOTAL OPERATING EXPENSES, | \$37,986 38 |
|-------------------------------------|-------------|

PROPERTY ACCOUNTS.

Additions to railway:

| | |
|--------------------------------|----------|
| Extension of tracks, | \$402 89 |
| Other additions to railway: | |
| Land, right of way, | 100 00 |
| Engineering, | 14 40 |

| | |
|---------------------------------------|----------|
| TOTAL ADDITIONS TO RAILWAY, | \$517 29 |
|---------------------------------------|----------|

Additions to equipment:

| | |
|--|---------|
| Additional cars, | \$27 36 |
| Electric equipment of same, | 195 19 |
| Other additions to equipment: tools, etc., | 36 00 |

| | |
|---|--------|
| TOTAL ADDITIONS TO EQUIPMENT, | 258 55 |
|---|--------|

| | |
|---|--------|
| Additions to land and buildings: additional land necessary for operation of railway, | 500 62 |
|---|--------|

| | |
|---|------------|
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$1,276 46 |
|---|------------|

| | |
|--|-------|
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): con- struction, | 15 80 |
|--|-------|

| | |
|---|------------|
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | \$1,260 66 |
|---|------------|

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

ASSETS.

DR.

Cost of railway:

| | |
|---|--------------|
| Roadbed and tracks, | \$412,760 15 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 114,821 51 |
| Interest accrued during construction of rail- way, | 10,877 32 |
| Engineering and other expenses incident to construction, | 21,835 23 |
| Other items of railway cost: legal and mis- cellaneous expense, | 10,689 70 |

| | |
|--|--------------|
| TOTAL COST OF RAILWAY OWNED, | \$570,983 91 |
|--|--------------|

| | | |
|--|--------------|---------------------|
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, . | \$52,588 76 | |
| Electric equipment of same, | 43,264 20 | |
| Other items of equipment: tools, etc., . | 397 46 | |
| TOTAL COST OF EQUIPMENT OWNED, | | \$96,250 42 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, . | \$10,302 62 | |
| Electric power stations, including equipment, . | 135,840 92 | |
| Other buildings necessary for operation of railway, | 50,257 34 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 196,400 88 |
| TOTAL PERMANENT INVESTMENTS, | | \$863,635 21 |
| Cash and current assets: | | |
| Cash, | \$16,233 54 | |
| Bills and accounts receivable, | 3,767 22 | |
| Other cash and current assets: prepaid insurance and interest, | 872 70 | |
| TOTAL CASH AND CURRENT ASSETS, | | 20,873 46 |
| Miscellaneous assets: materials and supplies, . | | 2,703 46 |
| TOTAL, | | \$887,212 13 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$500,000 00 |
| Funded debt, | | 280,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$51,500 00 | |
| Audited vouchers and accounts, | 532 80 | |
| Miscellaneous current liabilities: outstanding tickets, | 50 62 | |
| TOTAL CURRENT LIABILITIES, | | 52,083 42 |
| Accrued liabilities: | | |
| Interest accrued and not yet due, | \$3,500 00 | |
| Taxes accrued and not yet due, | 4,629 40 | |
| TOTAL ACCRUED LIABILITIES, | | 8,129 40 |
| Sinking and other special funds: | | |
| Accident reserve fund, | \$1,107 02 | |
| Depreciation fund, | 348 00 | |
| TOTAL SINKING AND OTHER SPECIAL FUNDS, | | 1,455 02 |
| Profit and loss balance (surplus), | | 45,544 29 |
| TOTAL, | | \$887,212 13 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$500,000 00 | |
| Capital stock authorized by votes of company, . | 500,000 00 | |
| Capital stock issued and outstanding, | | \$500,000 00 |
| Number of shares issued and outstanding, . | 5,000 | |
| Number of stockholders, | 184 | |
| Number of stockholders in Massachusetts, . | 179 | |
| Amount of stock held in Massachusetts, . . | \$492,500 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|----------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage gold bonds, . . . | Per Cent. 5 | Jan. 1, 1922, . | \$280,000 00 | \$14,000 00 |

SINKING AND OTHER SPECIAL FUNDS.

| | |
|--|-------------------|
| Additions during the year to accident reserve fund, . . . | \$1,107 02 |
| Additions during the year to depreciation fund, . . . | 348 00 |
| TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1905, | \$1,455 02 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, . . . | 1,057,303 |
| Number carried per mile of main railway track operated, . . . | 53,426 |
| Number of car miles run, | 212,427 |
| Average number of persons employed, | 45 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|------------------------------|---------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | |
| Box passenger cars, | 6 | - | 6 | 6 | - |
| Open passenger cars, | 12 | - | 12 | - | - |
| TOTAL, | 18 | - | 18 | 6 | 80 |
| CARS — OTHER SERVICE. | | | | | |
| Platform freight cars, | 1 | - | - | - | - |
| Work cars, | 1 | 1 | - | - | - |
| TOTAL, | 2 | 1 | - | - | - |
| Snow ploughs, | 2 | - | - | - | - |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 16.136 miles. |
| Length of second main track, | 3.654 " |
| Total length of main track, | 19.790 " |
| Length of sidings, switches, etc., | 2.045 " |
| Total, computed as single track, | 21.835 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|---|--------------|
| Length of railway line, | 3.051 miles. |
| Length of second main track, and sidings, | 3.050 " |
| Total length of main track, | 6.101 " |

Names of the several cities and towns in which the railways operated by the company are located : Mattapoisett, Marion and Wareham.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (1 in number), viz. :— With spur track of the New York, New Haven & Hartford Railroad in the town of Wareham, at the "Narrows," | 2 | 1 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | 1 | - | 1 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | - | - | - |
| TOTALS, | - | - | - | 1 | - | 1 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEW BEDFORD & ONSET STREET RAILWAY COMPANY,
No. 7 PURCHASE STREET, NEW BEDFORD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry H. Crapo, *President*, New Bedford, Mass. Thomas B. Tripp, *Vice-President*, New Bedford, Mass. Elton S. Wilde, *Treasurer*, New Bedford, Mass. Clarence A. Cook, *Clerk of Corporation*, New Bedford, Mass. Edward E. Potter, *Superintendent*, New Bedford, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry H. Crapo, New Bedford, Mass. Thomas B. Tripp, New Bedford, Mass. Clarence A. Cook, New Bedford, Mass. Edward S. Brown, New Bedford, Mass.

ford, Mass. Thomas S. Hathaway, New Bedford, Mass. Edward T. Pierce, New Bedford, Mass. Walter P. Winsor, Fairhaven, Mass. Joseph K. Nye, Fairhaven, Mass. Oliver Prescott, Jr., Dartmouth, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HENRY H. CRAPO,
THOMAS B. TRIPP,
E. S. BROWN,
W. P. WINSOR,
CLARENCE A. COOK,
Directors.
ELTON S. WILDE,
Treasurer.
EDWARD E. POTTER,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Nov. 2, 1905. Then personally appeared the above-named Henry H. Crapo, Thomas B. Tripp, E. S. Brown, W. P. Winsor, Clarence A. Cook, Elton S. Wilde and Edward E. Potter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ISAAC W. PHELPS,
Justice of the Peace.

REPORT

OF THE

NEWTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|--------------|
| Gross earnings from operation, | \$323,743 41 |
| Operating expenses, | 226,777 28 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$96,966 13 |
| Charges upon income accrued during the year : | |
| Interest on funded debt, | \$28,750 00 |
| Interest and discount on unfunded debts and loans, | 23,433 53 |
| Taxes, State and local, | 14,285 34 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 66,468 87 |
| NET DIVISIBLE INCOME, | \$30,497 26 |
| Dividends declared ($3\frac{1}{2}$ per cent), | 25,270 00 |
| Surplus for the year ending September 30, 1905, | \$5,227 26 |
| Amount of surplus September 30, 1904, | 44,713 88 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$49,941 14 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$312,554 92 |
| Receipts from tolls for use of tracks by other companies, | 2,504 19 |
| Receipts from rentals of buildings and other property, | 6,037 96 |
| Receipts from advertising in cars, | 2,476 00 |
| Receipts from interest on deposits, | 170 34 |
| GROSS EARNINGS FROM OPERATION, | \$323,743 41 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$10,935 13 |
| General office expenses and supplies, | 6,031 07 |
| Legal expenses, | 2,491 54 |
| Insurance, | 5,396 36 |
| Other general expenses : storeroom expense, | 1,188 75 |
| Maintenance of roadway and buildings : | |
| Repair of roadbed and track, | 5,060 21 |
| Repair of electric line construction, | 3,954 83 |
| Repair of buildings, | 891 45 |

Maintenance of equipment :

| | |
|--|------------|
| Repair of cars and other vehicles, | \$7,942 87 |
| Repair of electric equipment of cars, | 8,296 04 |
| Renewal of horses, harnesses, shoeing, etc., and provender and stabling for horses, | 1,802 89 |

Transportation expenses :

| | |
|---|-----------|
| Cost of electric motive power, | 48,143 70 |
| Wages and compensation of persons employed in conduct- ing transportation, | 99,610 18 |
| Removal of snow and ice, | 4,444 85 |
| Damages for injuries to persons and property, | 15,627 48 |
| Tolls for trackage over other railways, | 3,723 01 |
| Rentals of buildings and other property, | 1,065 36 |
| Other transportation expenses : miscellaneous shop expense, | 171 56 |

| | |
|--|---------------------|
| TOTAL OPERATING EXPENSES, | \$226,777 28 |
|--|---------------------|

PROPERTY ACCOUNTS.**Additions to railway :**

| | |
|---|------------|
| Extension of tracks (length, 635 feet), | \$3,788 26 |
| New electric line construction (length, 635 feet), | 83 77 |
| Other additions to railway : | |
| Track improvement, | 1,264 22 |
| Engineering, \$8,347.50; additional cost of double track, \$500; improvement over- head line, \$416.94, | 9,264 44 |

| | |
|--|--------------------|
| TOTAL ADDITIONS TO RAILWAY, | \$14,400 69 |
|--|--------------------|

Additions to equipment :

| | |
|---|-----------|
| Additional cars (1 in number), | \$50 00 |
| Horses, | 270 00 |
| Shop tools and machinery, | 343 46 |
| Furniture and fixtures, | 296 47 |
| Other additional rolling stock and vehicles (snow plough), | 949 15 |
| Other additions to equipment: refitting pri- vate car, \$1,486.86; air brakes and trucks, \$2,140.77; sleigh, motor cycle, \$176.21; motors, etc., \$8,380.71, | 12,184 55 |

| | |
|--|------------------|
| TOTAL ADDITIONS TO EQUIPMENT, | 14,093 63 |
|--|------------------|

**Additions to land and buildings: new buildings necessary for
operation of railway (improvement),**

| |
|-----------------|
| 2,108 96 |
|-----------------|

| | |
|--|--------------------|
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$30,603 28 |
|--|--------------------|

**Deductions from property accounts (property
sold or reduced in valuation and cred-
ited to property accounts) :**

| | |
|--|------------|
| Seven cars and equipment, | \$5,506 90 |
| Joint ownership in poles, | 1,196 71 |
| Waiting room fixtures, | 493 46 |
| Motors: controllers and trucks, | 3,396 61 |
| Rails, tie rods, joints and paving blocks, | 5,346 38 |

| | |
|---|------------------|
| TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, | 15,940 06 |
|---|------------------|

| | |
|--|--------------------|
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | \$14,663 22 |
|--|--------------------|

| GENERAL BALANCE SHEET SEPTEMBER 30, 1905. | | |
|---|-----------|----------------|
| ASSETS. | | Dr. |
| Cost of railway: | | |
| Roadbed and tracks, | \$672,599 | 36 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 112,170 | 65 |
| Interest accrued during construction of railway, | 29,806 | 49 |
| Engineering and other expenses incident to construction, | 47,054 | 02 |
| Other items of railway cost: purchase of Waltham & Newton Street Railway Company, \$45,582.56; city of Newton for street widening, \$22,846.47; city of Waltham, paving, etc., \$23,286.65, | 91,715 | 68 |
| TOTAL COST OF RAILWAY OWNED, | | \$953,346 20 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$331,579 | 81 |
| Electric equipment of same, | 192,091 | 55 |
| Horses, | 595 | 00 |
| Other items of equipment: harnesses, \$102.39; furniture and fixtures, \$7,133.09; shop tools and machinery, \$3,194.27, | 10,429 | 75 |
| TOTAL COST OF EQUIPMENT OWNED, | | 534,696 11 |
| Cost of land and buildings: land and building necessary for operation of railway, | | 255,239 57 |
| TOTAL PERMANENT INVESTMENTS, | | \$1,743,281 88 |
| Cash and current assets: | | |
| Cash, | \$7,355 | 11 |
| Bills and accounts receivable, | 161,061 | 21 |
| TOTAL CASH AND CURRENT ASSETS, | | 168,416 32 |
| Miscellaneous assets: | | |
| Materials and supplies, | \$26,571 | 04 |
| Other assets and property: unexpired insurance, | 1,830 | 66 |
| TOTAL MISCELLANEOUS ASSETS, | | 28,401 70 |
| TOTAL, | | \$1,940,099 90 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$722,000 00 |
| Funded debt, | | 575,000 00 |
| Real estate mortgages, | | 2,500 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$519,500 | 00 |
| Audited vouchers and accounts, | 59,865 | 68 |
| Salaries and wages, | 7 | 53 |
| Matured interest coupons unpaid (including coupons due October 1), | 3,750 | 00 |
| TOTAL CURRENT LIABILITIES, | | 583,123 21 |
| Accrued liabilities: interest accrued and not yet due, | | 35 55 |
| Sinking and other special funds: insurance fund, | | 7,500 00 |
| Profit and loss balance (surplus), | | 49,941 14 |
| TOTAL, | | \$1,940,099 90 |

| CAPITAL STOCK. | | |
|---|--------------|--------------|
| Capital stock authorized by law, | \$907,000 00 | \$722,000 00 |
| Capital stock authorized by votes of company, | 907,000 00 | |
| Capital stock issued and outstanding, | | |
| Number of shares issued and outstanding, | 7,220 | |
| Number of stockholders, | 8 | |
| Number of stockholders in Massachusetts, | 8 | |
| Amount of stock held in Massachusetts, | \$722,000 00 | |

REAL ESTATE MORTGAGES.

| DESCRIPTION OF MORTGAGED PROPERTY. | Rate of Interest. | Mortgage when Due. | Amount. | Interest Paid during the Year. |
|------------------------------------|-------------------|--------------------|------------|--------------------------------|
| Real estate, | Per Cent. 4 | Dec. 4, 1902, | \$2,500 00 | \$50 00 |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 5 | July 20, 1912, | \$500,000 00 | \$25,000 00 |
| First mortgage bonds, | 5 | Feb. 1, 1916, | 75,000 00 | 3,750 00 |
| TOTALS, | | | \$575,000 00 | \$28,750 00 |

SINKING AND OTHER SPECIAL FUNDS.

| | |
|---|------------|
| Amount September 30, 1904, of insurance fund, | \$7,500 00 |
| TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1905, | \$7,500 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 6,700,132 |
| Number carried per mile of main railway track operated, | 176,691 |
| Number of car miles run, | 1,486,729 |
| Average number of persons employed, | 206 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|---------------------------------|---------------------------|------------------------------------|-------------------|
| CARS—PASSENGER SERVICE. | | | | |
| Box passenger cars, | 60 | 60 | 60 | - |
| Open passenger cars, | 79 | 79 | - | - |
| TOTAL, | 139 | 139 | 60 | 287 |
| CARS—OTHER SERVICE. | | | | |
| Work cars, | 2 | - | - | - |
| Other cars, | 1 | - | - | - |
| TOTAL, | 3 | - | - | - |
| Snow ploughs, | 11 | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|---|----|
| Carts and snow sleds: 2 carts, 1 snow sled, | 3 |
| Other railway rolling stock: 1 platform trailer, | 1 |
| Other highway vehicles: 1 democrat, 1 concord, 1 heavy express and 4 other express wagons, 3 pungs, 1 sleigh, 1 tower wagon, 3 snow levellers and 1 automobile, | 16 |
| Horses, | 4 |
| Other items of equipment: 1 double and 6 single harnesses, | 7 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over Other Railways. | Total Owned, etc. |
|--|--------|-------------------------------------|-------------------------|
| | Miles. | Miles. | Miles. |
| Length of railway line, | 26.246 | 3.354 | 29.600 |
| Length of second main track, | 8.320 | - | 8.320 |
| TOTAL LENGTH OF MAIN TRACK, | 34.566 | 3.354 | 37.920 |
| Length of sidings, switches, etc., | 2.321 | .123 | 2.444 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 36.887 | 3.477 | 40.364 |

Names of the several cities and towns in which the railways operated by the company are located: Newton, Waltham and Watertown.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (3 in number), viz.:— | | |
| With Boston & Maine Railroad Company, Main Street, Waltham, . | 2 | 1 |
| With Boston & Maine Railroad Company, Moody Street, Waltham, . | 3 | 1 |
| With Boston & Maine Railroad Company, River Street, Waltham, . | 2 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 7 | 3 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 7

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 10 | - | 35 | - | 45 |
| Employees, | - | 1 | - | 1 | - | 2 |
| Other persons, | - | - | 1 | 13 | 1 | 13 |
| TOTALS, | - | 11 | 1 | 49 | 1 | 60 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEWTON STREET RAILWAY COMPANY,

NEWTONVILLE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Adams D. Claflin, *President*, Newtonville, Mass. Alden E. Viles, *Vice-President*, Boston, Mass. Charles W. Smith, *Treasurer*, Newtonville, Mass. Frank W. Remick, *Clerk of Corporation*, Boston, Mass. Matthew C. Brush, *General Manager*, Newtonville, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Adams D. Claflin, Newton Centre, Mass. William F. Hammett, Newton, Mass. Sydney Harwood, Newton, Mass. Frank W. Remick, West Newton, Mass. James L. Richards, Newtonville, Mass. Charles W. Smith, Boston, Mass. Alden E. Viles, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ADAMS D. CLAFLIN,
ALDEN E. VILES,
WILLIAM F. HAMMETT,
FRANK W. REMICK,
CHARLES W. SMITH,
J. L. RICHARDS,
SYDNEY HARWOOD,

Directors.

CHARLES W. SMITH,

Treasurer.

MATTHEW C. BRUSH,

General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 30, 1905. Then personally appeared the above-named Adams D. Clafin, Alden E. Viles, William F. Hammett, Frank W. Remick, Chas. W. Smith, J. L. Richards, Sydney Harwood and Matthew C. Brush, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. M. COX,

Notary Public.

REPORT

OF THE

NEWTON & BOSTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|--------------|
| Gross earnings from operation, | \$63,323 00 |
| Operating expenses, | 51,253 77 |
| GROSS INCOME ABOVE OPERATING EXPENSES, . . | \$12,069 23 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, \$10,000 00 | |
| Interest and discount on unfunded debts and loans, 17,389 03 | |
| Taxes, State and local, 3,384 44 | |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . | 30,773 47 |
| Deficit for the year ending September 30, 1905, | \$18,704 24 |
| Amount of deficit September 30, 1904, | 163,227 53 |
| TOTAL DEFICIT SEPTEMBER 30, 1905, | \$181,931 77 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$59,977 98 |
| Receipts from tolls for use of tracks by other companies, . | 2,130 19 |
| Receipts from rentals of buildings and other property, . | 546 83 |
| Receipts from advertising in cars, | 536 00 |
| Other earnings from operation: other sources, | 132 00 |
| GROSS EARNINGS FROM OPERATION, | \$63,323 00 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$1,781 40 |
| General office expenses and supplies, | 1,112 06 |
| Legal expenses, | 466 64 |
| Insurance, | 2,084 28 |
| Other general expenses: storeroom expense, | 286 89 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 4,856 26 |
| Repair of electric line construction, | 1,646 31 |
| Repair of buildings, | 382 00 |

| | |
|--|--------------------|
| Maintenance of equipment : | |
| Repair of cars and other vehicles, | \$4,299 78 |
| Repair of electric equipment of cars, | 3,087 21 |
| Renewal of horses, harnesses, shoeing, etc., and provender and stabling for horses, | 586 52 |
| Transportation expenses : | |
| Cost of electric motive power, \$47,838.42; less power sold, \$47,646.36; net, | 192 06 |
| Wages and compensation of persons employed in conduct- ing transportation, | 22,578 16 |
| Removal of snow and ice, | 1,540 12 |
| Damages for injuries to persons and property, | 2,998 86 |
| Tolls for trackage over other railways, | 2,737 22 |
| Rentals of buildings and other property, | 590 16 |
| Other transportation expenses : miscellaneous shop expense, | 27 84 |
| TOTAL OPERATING EXPENSES, | \$51,253 77 |

PROPERTY ACCOUNTS.

| | |
|---|--------------------|
| Additions to railway : improvement of tracks, | \$1,393 08 |
| Additions to equipment : | |
| Additional cars (2 in number), | \$2,800 00 |
| Electric equipment of same, | 2,400 00 |
| Other additional rolling stock and vehicles : | |
| motor, air brakes, etc., | 1,173 37 |
| Other additions to equipment : | |
| Furniture and fixtures, | 1 25 |
| Shop tools and machinery, | 7 41 |
| TOTAL ADDITIONS TO EQUIPMENT, | 6,382 03 |
| Additions to land and buildings : | |
| Additional equipment of power stations, | \$1,975 23 |
| New buildings necessary for operation of railway (coal trestle), | 1,922 35 |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | 3,897 58 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$11,672 69 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts) : | |
| One car body, | \$50 00 |
| Controllers and motors, | 1,758 14 |
| TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, | 1,808 14 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | \$9,864 55 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | DR. |
|---|---------------------|
| Cost of railway : | |
| Roadbed and tracks, | \$157,910 05 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 48,150 25 |
| Engineering and other expenses incident to construction, | 687 46 |
| TOTAL COST OF RAILWAY OWNED, | \$206,747 76 |

| | | | |
|---|--------------|-----|--------------|
| Cost of equipment: | | | |
| Cars and other rolling stock and vehicles, | \$59,076 11 | | |
| Electric equipment of same, | 68,620 87 | | |
| Horses, | 403 00 | | |
| Other items of equipment: | | | |
| Furniture and fixtures, | 528 30 | | |
| Shop tools and machinery, | 403 06 | | |
| TOTAL COST OF EQUIPMENT OWNED, | | | \$129,031 34 |
| Cost of land and buildings: | | | |
| Land necessary for operation of railway, | \$7,500 00 | | |
| Electric power stations, including equipment, | 154,213 63 | | |
| Other buildings necessary for operation of railway, | 36,148 85 | | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | | 197,862 48 |
| TOTAL PERMANENT INVESTMENTS, | | | \$533,641 58 |
| Cash and current assets: | | | |
| Cash, | \$30 00 | | |
| Bills and accounts receivable, | 7,619 81 | | |
| TOTAL CASH AND CURRENT ASSETS, | | | 7,649 81 |
| Miscellaneous assets: materials and supplies, | | | 8,722 91 |
| Profit and loss balance (deficit), | | | 181,931 77 |
| TOTAL, | | | \$731,946 07 |
| LIABILITIES. | | Cr. | |
| Capital stock, | | | \$200,000 00 |
| Funded debt, | | | 200,000 00 |
| Current liabilities: | | | |
| Loans and notes payable, | \$322,500 00 | | |
| Audited vouchers and accounts, | 9,438 73 | | |
| Salaries and wages, | 7 34 | | |
| TOTAL CURRENT LIABILITIES, | | | 331,946 07 |
| TOTAL, | | | \$731,946 07 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$250,000 00 | | |
| Capital stock authorized by votes of company, | 200,000 00 | | |
| Capital stock issued and outstanding, | | | \$200,000 00 |
| Number of shares issued and outstanding, | 2,000 | | |
| Number of stockholders, | 8 | | |
| Number of stockholders in Massachusetts, | 8 | | |
| Amount of stock held in Massachusetts, | \$200,000 00 | | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 5 | July 1, 1912, . | \$200,000 00 | \$10,000 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|---|-----------|
| Number of passengers paying revenue carried during the year, | 1,273,025 |
| Number carried per mile of main railway track operated, . . . | 120,803 |
| Number of car miles run, | 375,582 |
| Average number of persons employed, | 58 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|---------------------------------|---------------------------|------------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 7 | 7 | 7 | |
| Open passenger cars, | 10 | 10 | — | — |
| TOTAL, | 17 | 17 | 7 | 41 |
| CARS — OTHER SERVICE. | | | | |
| Work cars, | 1 | — | — | — |
| Other cars, | 1 | — | — | — |
| TOTAL, | 2 | — | — | — |
| Snow ploughs, | 3 | — | — | — |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Carts and snow sleds, | 1 |
| Other highway vehicles: 1 concord wagon, 1 pung, 1 sleigh, 1 tower wagon, 2 snow levellers, | 6 |
| Horses, | 3 |
| Other items of equipment: harnesses, | 4 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over Other Railways. | Total Owned, etc. |
|--|-----------------|-------------------------------------|-------------------------|
| Length of railway line, | Miles. 9.031 | Miles. 1.507 | Miles. 10.538 |
| Length of sidings, switches, etc., | .755 | .077 | .832 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 9.786 | 1.584 | 11.370 |

Names of the several cities and towns in which the railways operated by the company are located: Needham, Newton and Watertown.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | 4 | - | 4 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | 5 | - | 5 |
| TOTALS, | - | - | - | 9 | - | 9 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEWTON & BOSTON STREET RAILWAY COMPANY,
NEWTONVILLE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Adams D. Claflin, *President*, Newtonville, Mass. William F. Hammett, *Vice-President*, Boston, Mass. Charles W. Smith, *Treasurer*, Newtonville, Mass. Frank W. Remick, *Clerk of Corporation*, Boston, Mass. Matthew C. Brush, *General Manager*, Newtonville, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Adams D. Claflin, Newton Centre, Mass. William F. Hammett, Newton, Mass. Sydney Harwood, Newton, Mass. Charles W. Smith, Boston, Mass. Frank W. Remick, West Newton, Mass. James L. Richards, Newtonville, Mass. Alden E. Viles, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ADAMS D. CLAFLIN,
ALDEN E. VILES,
WILLIAM F. HAMMETT,
FRANK W. REMICK,
CHAS. W. SMITH,
J. L. RICHARDS,
SYDNEY HARWOOD,
Directors.
CHAS. W. SMITH,
Treasurer.
MATTHEW C. BRUSH,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 30, 1905. Then personally appeared the above-named Adams D. Claflin, Alden E. Viles, William F. Hammett, Frank W. Remick, Chas. W. Smith, J. L. Richards, Sydney Harwood and Matthew C. Brush, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. M. COX,
Notary Public.

REPORT

OF THE

NEWTONVILLE & WATERTOWN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

[Tracks used by the Newton & Boston.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|------------|
| Rental received from lease of railway, | \$8,137 12 |
| Expenses and charges upon income accrued during the year: | |
| Salaries and maintenance of organization, | \$456 25 |
| Interest and discount on unfunded debts and | |
| loans, | 2,454 34 |
| Taxes, | 1,078 12 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | 3,988 71 |
| NET DIVISIBLE INCOME, | \$4,148 41 |
| Dividends declared (7 $\frac{1}{2}$ % per cent), | 3,600 00 |
| Surplus for the year ending September 30, 1905, | \$548 41 |
| Amount of surplus September 30, 1904, | 1,599 63 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$2,148 04 |

| GENERAL BALANCE SHEET SEPTEMBER 30, 1905. | |
|---|--------------|
| ASSETS. | DR. |
| Cost of railway: | |
| Roadbed and tracks, | \$89,208 05 |
| Electric line construction, including poles, | |
| wiring, feeder lines, etc., | 18,200 54 |
| Interest accrued during construction of rail- | |
| way, | 51 25 |
| Engineering and other expenses incident to | |
| construction, | 1,105 10 |
| TOTAL COST OF RAILWAY OWNED, | \$108,564 94 |
| Cash and current assets: cash, | 3,233 10 |
| TOTAL, | \$111,798 04 |

| LIABILITIES. | | Cr. | |
|--|--------------|-----|--------------|
| Capital stock, | | | \$50,000 00 |
| Current liabilities : loans and notes payable, | | | 59,650 00 |
| Profit and loss balance (surplus), | | | 2,148 04 |
| TOTAL, | | | \$111,798 04 |
| | | | |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$100,000 00 | | |
| Capital stock authorized by votes of company, | 100,000 00 | | |
| Capital stock issued and outstanding, | | | \$50,000 00 |
| Number of shares issued and outstanding, | 500 | | |
| Number of stockholders, | 19 | | |
| Number of stockholders in Massachusetts, | 19 | | |
| Amount of stock held in Massachusetts, | \$50,000 00 | | |

RAILWAY OWNED.

| | |
|--|--------------|
| Length of railway line, | 4.308 miles. |
| Length of sidings, switches, etc., | .357 " |
| Total computed as single track, | 4.665 " |

Names of the several cities and towns in which the railway owned by the company is to be located: Newton, Boston and Watertown.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEWTONVILLE & WATERTOWN STREET RAILWAY COMPANY,
115 DEVONSHIRE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James L. Richards, *President*, 24 West Street, Boston, Mass. Joseph Remick, *Treasurer and Clerk of Corporation*, 115 Devonshire Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

James L. Richards, Newton, Mass. William Endicott, Jr., Boston, Mass. R. Elmer Townsend, Boston, Mass. Horace B. Parker, Newton, Mass. William H. Allen, Newton, Mass. Joseph Remick, Melrose, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOSEPH REMICK,
HORACE B. PARKER,
WILLIAM ENDICOTT, JR.,
J. L. RICHARDS,
W. H. ALLEN,
R. ELMER TOWNSEND,

Directors.

JOSEPH REMICK,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 31, 1905. Then personally appeared the above-named Joseph Remick, Horace B. Parker, William Endicott, Jr., J. L. Richards, W. H. Allen and R. Elmer Townsend, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

VINCENT FARNSWORTH,

Justice of the Peace.

REPORT

OF THE

NORFOLK & BRISTOL STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| | |
|--|-------------|
| GENERAL EXHIBIT FOR THE YEAR. | |
| Gross earnings from operation, | \$55,718 45 |
| Operating expenses, | 57,621 49 |
| GROSS DEFICIT ABOVE OPERATING EXPENSES, | \$1,903 04 |
| Charges upon income accrued during the year : | |
| Interest and discount on unfunded debts and loans, | \$11,388 57 |
| Taxes, State, local and commutation, | 1,073 94 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 12,462 51 |
| Deficit for the year ending September 30, 1905, | \$14,365 55 |
| Amount of deficit September 30, 1904, | 30,162 38 |
| Debits to profit and loss account during the year : | |
| Judgment for rails, | \$20,408 13 |
| Accounts charged off, | 2,900 14 |
| TOTAL DEBITS, | 23,308 27 |
| TOTAL DEFICIT SEPTEMBER 30, 1905, | \$67,836 20 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$55,062 55 |
| Receipts from carriage of mails, | 239 16 |
| Receipts from advertising in cars, | 204 00 |
| Receipts from interest on deposits, | 212 74 |
| GROSS EARNINGS FROM OPERATION, | \$55,718 45 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$2,414 61 |
| General office expenses and supplies, | 278 75 |
| Insurance, | 345 06 |
| Other general expenses : contingent expenses, | 386 27 |

| | |
|---|--------------------|
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | \$9,843 90 |
| Repair of electric line construction, | 3,489 88 |
| Repair of buildings, | 54 99 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 2,217 41 |
| Repair of electric equipment of cars, | 6,849 01 |
| Transportation expenses: | |
| Cost of electric motive power, \$16,106.40; less power sold, \$4,912.61; net, | 11,193 79 |
| Wages and compensation of persons employed in conduct- ing transportation, | 15,787 31 |
| Removal of snow and ice, | 899 12 |
| Damages for injuries to persons and property, | 1,190 10 |
| Tolls for trackage over other railways, | 552 34 |
| Other transportation expenses: lubricants, waste, electrical supplies, injuries and damages, | 2,118 95 |
| TOTAL OPERATING EXPENSES, | \$57,621 49 |

PROPERTY ACCOUNTS.

| | |
|---|--------------------|
| Additions to equipment: | |
| Additional cars (3 in number), | \$5,550 00 |
| Electric equipment of same, | 6,583 44 |
| Other additional rolling stock and vehicles: | |
| 2 snow ploughs, | 1,800 00 |
| Other additions to equipment: car house tools, | 245 34 |
| TOTAL ADDITIONS TO EQUIPMENT, | \$14,178 78 |
| Additions to other permanent property: new car house, | 1,727 92 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$15,906 70 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | | DR. |
|---|--------------|---------------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$222,503 09 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 43,061 47 | |
| Other items of railway cost: organization, | 181 48 | |
| TOTAL COST OF RAILWAY OWNED, | | \$265,746 04 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$24,685 63 | |
| Electric equipment of same, | 28,831 80 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 53,517 43 |
| Cost of land and buildings: | | |
| Land and buildings necessary for operation of railway, | \$41,237 96 | |
| Electric power stations, including equipment, | 39,658 65 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 80,896 61 |
| TOTAL PERMANENT INVESTMENTS, | | \$400,160 08 |

| | |
|---|------------|
| Cash and current assets: cash, | \$4,560 22 |
| Miscellaneous assets: materials and supplies, | 2,663 19 |
| Profit and loss balance (deficit), | 67,836 20 |

| | |
|------------------|--------------|
| TOTAL, | \$475,219 69 |
|------------------|--------------|

LIABILITIES.

CR.

| | |
|--|--------------|
| Capital stock, | \$200,000 00 |
| Current liabilities: | |
| Loans and notes payable, | \$231,908 13 |
| Audited vouchers and accounts, | 3,461 01 |
| Salaries and wages, | 801 45 |

| | |
|--|------------|
| TOTAL CURRENT LIABILITIES, | 236,170 59 |
| Accrued liabilities: interest accrued and not yet due, | 39,049 10 |

| | |
|------------------|--------------|
| TOTAL, | \$475,219 69 |
|------------------|--------------|

CAPITAL STOCK.

| | | |
|---|--------------|--------------|
| Capital stock authorized by law, | \$200,000 00 | |
| Capital stock authorized by votes of company, | 200,000 00 | |
| Capital stock issued and outstanding, | | \$200,000 00 |
| Number of shares issued and outstanding, | 2,000 | |
| Number of stockholders, | 16 | |
| Number of stockholders in Massachusetts, | 15 | |
| Amount of stock held in Massachusetts, | \$194,000 00 | |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 1,114,756 |
| Number carried per mile of main railway track operated, | 53,440 |
| Number of car miles run, | 359,968 |
| Average number of persons employed, | 47 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Total Pas- senger Cars. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|---------------------------------|---------------|----------------------------|---------------------------|------------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | | |
| Box passenger cars, | 8 | - | 8 | 7 | 8 | 24 |
| Open passenger cars, | 5 | 7 | 12 | 10 | - | 20 |
| TOTAL, | 13 | 7 | 20 | 17 | 8 | 44 |
| CARS — OTHER SERVICE. | | | | | | |
| Work cars, | - | 2 | - | - | - | - |
| Snow ploughs, | 2 | - | - | - | - | 4 |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Highway vehicles: trolley wagon, | 1 |
|--|---|

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over Other Railways. | Total Owned, etc. |
|--|------------------|-------------------------------------|----------------------|
| Length of railway line, | Miles. 20.567 | Miles. .293 | Miles. 20.860 |
| Length of sidings, switches, etc., | .478 | - | .478 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 21.045 | .293 | 21.338 |

Names of the several cities and towns in which the railways operated by the company are located: Mansfield, Foxborough, Wrentham, Walpole and Norwood.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 9 | - | - | - | 9 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | 3 | - | 3 |
| TOTALS, | - | 9 | - | 3 | - | 12 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORFOLK & BRISTOL STREET RAILWAY COMPANY,
103 AND 105 BEVERLY STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Micajah P. Clough, *President*, Lynn, Mass. Henry F. Smith, *Treasurer*, Boston, Mass. Norman I. Adams, *Clerk of Corporation*, Winthrop, Mass. Michael A. Cavanaugh, *General Manager*, 103 Beverly Street, Boston, Mass. F. M. Perry, *Superintendent*, South Walpole, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Micajah P. Clough, Lynn, Mass. Henry F. Smith, Boston, Mass. Norman I. Adams, Winthrop, Mass. Frank A. Newell, Medford, Mass. Charles H. Bowen, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

MICAJAH P. CLOUGH,
HENRY F. SMITH,
NORMAN I. ADAMS,
FRANK A. NEWELL,
CHARLES H. BOWEN,
Directors.
HENRY F. SMITH,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 1, 1905. Then personally appeared the above-named Micajah P. Clough, Henry F. Smith, Norman I. Adams, Frank A. Newell and Charles H. Bowen, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

AUGUSTUS C. JORDAN,
Justice of the Peace.

REPORT

OF THE

NORTHAMPTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|---------------------|
| Gross earnings from operation, | \$151,204 69 |
| Operating expenses, | 103,802 54 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$47,402 15 |
| Charges upon income accrued during the year : | |
| Interest on funded debt, \$10,250 00 | |
| Interest and discount on unfunded debts and loans, 9,731 16 | |
| Taxes, State and local, \$5,129 66 | |
| Taxes, commutation, 2,963 55 | |
| | <u>8,093 21</u> |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 28,074 37 |
| NET DIVISIBLE INCOME, | \$19,327 78 |
| Dividends declared (6 per cent), | 18,000 00 |
| Surplus for the year ending September 30, 1905, | \$1,327 78 |
| Amount of surplus September 30, 1904, | 18,485 51 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$19,813 29 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$147,094 70 |
| Receipts from carriage of mails, | 2,024 43 |
| Receipts from rentals of buildings and other property, | 963 95 |
| Receipts from advertising in cars, | 962 39 |
| Receipts from interest on deposits, | 159 22 |
| GROSS EARNINGS FROM OPERATION, | \$151,204 69 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$5,158 18 |
| General office expenses and supplies, | 985 89 |
| Legal expenses, | 1,204 52 |

General expenses — *Concluded.*

| | |
|--|---------------------|
| Insurance, | \$2,121 48 |
| Other general expenses: water rent, | 151 18 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 8,861 41 |
| Repair of electric line construction, | 4,154 13 |
| Repair of buildings, | 691 18 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 6,959 31 |
| Repair of electric equipment of cars, | 8,075 74 |
| Provender and stabling for horses, | 341 60 |
| Transportation expenses: | |
| Cost of electric motive power, | 19,325 49 |
| Wages and compensation of persons employed in conducting transportation, | 37,373 08 |
| Removal of snow and ice, | 2,867 97 |
| Damages for injuries to persons and property, | 4,065 78 |
| Other transportation expenses: sundry transportation, | 1,465 60 |
| TOTAL OPERATING EXPENSES, | \$103,802 54 |

PROPERTY ACCOUNTS.

| | |
|--|-------------------|
| Additions to railway: | |
| Extension of tracks (length, 1,667.2 feet), | \$5,364 00 |
| New electric line construction (length, 1,667.2 feet), | 704 96 |
| Other additions to railway: engineering, | 715 62 |
| TOTAL ADDITIONS TO RAILWAY, | \$6,784 58 |
| Additions to equipment: | |
| New vestibules and doors on cars, | \$1,934 39 |
| Sundry equipment, | 77 00 |
| TOTAL ADDITIONS TO EQUIPMENT, | 2,011 39 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$8,795 97 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

ASSETS.

DR.

| | |
|--|---------------------|
| Cost of railway: | |
| Roadbed and tracks, | \$320,797 83 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 60,642 91 |
| Engineering and other expenses incident to construction, | 11,898 79 |
| TOTAL COST OF RAILWAY OWNED, | \$393,339 53 |
| Cost of equipment: | |
| Cars and other rolling stock and vehicles, | \$82,141 16 |
| Electric equipment of same, | 71,507 22 |
| Horses, | 280 00 |
| Other items of equipment: sundry equipment, | 14,895 04 |
| TOTAL COST OF EQUIPMENT OWNED, | 168,823 42 |

| | | |
|---|--------------|--------------|
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$20,630 21 | |
| Electric power stations, including equipment, | 103,196 99 | |
| Other buildings necessary for operation of railway, | 34,492 35 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | \$158,319 55 |
| Other permanent property: Meadow Park, | | 2,010 76 |
| TOTAL PERMANENT INVESTMENTS, | | \$722,493 26 |
| Cash and current assets: cash, | | 13,097 39 |
| Miscellaneous assets: materials and supplies, | | 9,222 64 |
| TOTAL, | | \$744,813 29 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$300,000 00 |
| Funded debt, | | 225,000 00 |
| Current liabilities: loans and notes payable, | | 200,000 00 |
| Profit and loss balance (surplus), | | 19,813 29 |
| TOTAL, | | \$744,813 29 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$300,000 00 | |
| Capital stock authorized by votes of company, | 300,000 00 | |
| Capital stock issued and outstanding, | | \$300,000 00 |
| Number of shares issued and outstanding, | 3,000 | |
| Number of stockholders, | 192 | |
| Number of stockholders in Massachusetts, | 157 | |
| Amount of stock held in Massachusetts, | \$249,400 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| Fifty coupon bonds \$500 each, trustees, Springfield Safe Deposit and Trust Company, Springfield, Mass., | 5 | April 1, 1909, | \$25,000 00 | \$1,250 00 |
| Twenty bonds \$10,000 each, Ralph B. Bardwell & Erwin H. Kennedy of Pittsfield, Mass., trustees, | 4½ | June 1, 1910, | 200,000 00 | 9,000 00 |
| TOTALS, | | | \$225,000 00 | \$10,250 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 2,983,508 |
| Number carried per mile of main railway track operated, | 122,431 |
| Number of car miles run, | 779,795 |
| Average number of persons employed, | 95 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|---------------------------------|---------------|---------------------------|------------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | |
| Box passenger cars, | 21 | - | 21 | 21 | 56 |
| Open passenger cars, | 23 | - | 23 | - | 38 |
| TOTAL, | 44 | - | 44 | 21 | 94 |
| CARS — OTHER SERVICE. | | | | | |
| Mail cars, | 1 | - | 1 | 1 | 4 |
| Work cars, | 1 | 4 | - | - | 2 |
| Other cars, | 3 | - | 3 | - | 6 |
| TOTAL, | 5 | 4 | 4 | 1 | 12 |
| Snow ploughs, | - | 3 | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Carts and snow sleds, | 5 |
| Other highway vehicles: buggy, sleigh and wagon, | 3 |
| Horses, | 3 |
| Other items of equipment: tower wagon, | 1 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 24.369 miles. |
| Length of sidings, switches, etc., | 2.209 " |
| Total, computed as single track, | 26.578 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 4.079 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Northampton, Easthampton and Williamsburg.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (2 in number), viz.:— | | |
| With New York, New Haven & Hartford Railroad, at brass shop, Haydenville, Mass.,* | 1 | 1 |
| With Boston & Maine Railroad, at Mt. Tom, Mass.,* | 1 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 2 | 2 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 2

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the board.)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 5 | - | 4 | - | 9 |
| Employees, | - | 2 | - | - | - | 2 |
| Other persons, | - | 2 | 1 | 6 | 1 | 8 |
| TOTALS, | - | 9 | 1 | 10 | 1 | 19 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORTHAMPTON STREET RAILWAY COMPANY,
NORTHAMPTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John C. Hammond, *President and General Counsel*, Northampton, Mass.
Newrie D. Winter, *Vice-President and Treasurer*, Springfield, Mass. Henry
P. Field, *Clerk of Corporation*, Northampton, Mass. John A. Sullivan, North-
ampton, Mass., George W. Cook, Springfield, Mass., *Auditors*. Edwin C.
Clark, *Superintendent*, Northampton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John C. Hammond, Northampton, Mass. John A. Sullivan, Northampton,
Mass. Henry M. Tyler, Northampton, Mass. Newrie D. Winter, Spring-
field, Mass. Henry J. Beebe, Springfield, Mass. Frank H. Goldthwait,
Springfield, Mass. George W. Cook, Springfield, Mass.

* Both of above are switch tracks and are used for freight purposes only.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN C. HAMMOND,
GEO. W. COOK,
F. H. GOLDTHWAIT,
HENRY J. BEEBE,
HENRY M. TYLER,
JOHN A. SULLIVAN,

Directors.

NEWRIE D. WINTER,

Treasurer.

EDWIN C. CLARK,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE, ss. OCT. 10, 1905. Then personally appeared the above-named John C. Hammond, Geo. W. Cook, F. H. Goldthwait, Henry J. Beebe, Henry M. Tyler, John A. Sullivan, Newrie D. Winter and Edwin C. Clark, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HENRY P. FIELD,

Justice of the Peace.

REPORT

OF THE

NORTH END STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

[Leased to and operated by the Worcester Consolidated.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|---------------------|
| Rental received from lease of railway, | \$8,000 00 |
| Income from other sources: interest on deposits, | 6 37 |
| GROSS INCOME, | \$8,006 37 |
| Expenses and charges upon income accrued during the year: | |
| Salaries and maintenance of organization, | \$50 00 |
| Interest on funded debt, | 3,750 00 |
| Other expenses and charges upon income: | |
| Treasurer's bond, | 10 00 |
| Postage, | 2 65 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | 3,812 65 |
| NET DIVISIBLE INCOME, | \$4,193 72 |
| Dividends declared ($3\frac{3}{4}$ per cent), | 4,125 00 |
| Surplus for the year ending September 30, 1905, | \$68 72 |
| Amount of deficit September 30, 1904, | 18,961 42 |
| TOTAL DEFICIT SEPTEMBER 30, 1905, | \$18,892 70 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1905. | |
| ASSETS. | DR. |
| Cost of railway: | |
| Roadbed and tracks, | \$86,552 86 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 13,927 42 |
| TOTAL COST OF RAILWAY OWNED, | \$100,480 28 |
| Cost of equipment: | |
| Cars and other rolling stock and vehicles, | \$12,700 00 |
| Electric equipment of same, | 20,750 00 |
| Other items of equipment, | 17,905 04 |
| TOTAL COST OF EQUIPMENT OWNED, | 51,355 04 |

| | | |
|--|--------------|---------------------|
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$6,194 70 | |
| Buildings necessary for operation of railway, | 7,480 06 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | \$13,674 76 |
| TOTAL PERMANENT INVESTMENTS, | | \$165,510 08 |
| Cash and current assets: cash, | | 597 22 |
| Profit and loss balance (deficit), | | 18,892 70 |
| TOTAL, | | \$185,000 00 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$110,000 00 |
| Funded debt, | | 75,000 00 |
| TOTAL, | | \$185,000 00 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$110,000 00 | |
| Capital stock authorized by votes of company, | 110,000 00 | |
| Capital stock issued and outstanding, | | \$110,000 00 |
| Number of shares issued and outstanding, | 1,100 | |
| Number of stockholders, | 26 | |
| Number of stockholders in Massachusetts, | 25 | |
| Amount of stock held in Massachusetts, | \$109,900 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 5 | Feb. 1, 1915, . | \$75,000 00 | \$3,750 00 |

RAILWAY OWNED.

| | |
|--|--------------|
| Length of railway line, | 4.995 miles. |
| Length of sidings, switches, etc., | .135 " |
| Total, computed as single track, | 5.130 " |

Names of the several cities and towns in which the railway owned by the company is located: Worcester.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORTH END STREET RAILWAY COMPANY,

WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles A. Chase, *President*, Worcester, Mass. George A. Smith, *Treasurer and Clerk of Corporation*, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles A. Chase, Worcester, Mass. Stephen Salisbury, Worcester, Mass. Thomas H. Gage, Worcester, Mass. Albert Wood, Worcester, Mass. Hosea M. Quinby, Worcester, Mass. Waldo Lincoln, Worcester, Mass. Edwin P. Curtis, Worcester, Mass. Henry S. Pratt, Worcester, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES A. CHASE,
STEPHEN SALISBURY,
THOMAS H. GAGE,
ALBERT WOOD,
HENRY S. PRATT,
GEORGE A. SMITH,
Directors.
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. OCT. 16, 1905. Then personally appeared the above-named Charles A. Chase, Stephen Salisbury and George A. Smith, and severally made oath or affirmation that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

SAMUEL D. SPURR,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. OCT. 23, 1905. Then personally appeared the above-named Thomas H. Gage, Albert Wood and Henry S. Pratt, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. W. MACKINTIRE,
Justice of the Peace.

REPORT

OF THE

NORTON & TAUNTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$52,929 99 |
| Operating expenses, | 45,846 29 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$7,083 70 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$14,800 00 |
| Interest and discount on unfunded debts and loans, | 300 00 |
| Taxes, State and local, | 1,557 77 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 16,657 77 |
| Deficit for the year ending September 30, 1905, | \$9,574 07 |
| Amount of deficit September 30, 1904, | 43,000 69 |
| Credits to profit and loss account during the year: notes and committee account, | \$50,926 27 |
| Debits to profit and loss account during the year: | |
| Extension account charged off, | \$1,611 23 |
| Holding committee, | 13,016 07 |
| TOTAL DEBITS, | 14,627 30 |
| NET AMOUNT CREDITED TO PROFIT AND LOSS, | 36,298 97 |
| TOTAL DEFICIT SEPTEMBER 30, 1905, | \$16,275 79 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$50,667 77 |
| Receipts from carriage of mails, | 848 97 |
| Receipts from carriage of express and parcels, | 780 43 |
| Receipts from rentals of buildings and other property, | 139 00 |
| Receipts from advertising in cars, | 250 00 |
| Other earnings from operation: special cars, | 243 82 |
| GROSS EARNINGS FROM OPERATION, | \$52,929 99 |

EXPENSES OF OPERATION.

General expenses:

| | |
|--|------------|
| Salaries of general officers and clerks, | \$1,716 00 |
| General office expenses and supplies, | 178 67 |
| Legal expenses, | 452 10 |
| Insurance, | 875 00 |

Other general expenses:

| | |
|--|----------|
| Printing, express, hearings, | 140 28 |
| Express, | 1,156 76 |

Maintenance of roadway and buildings:

| | |
|---|----------|
| Repair of roadbed and track, | 2,310 96 |
| Repair of electric line construction, | 404 58 |
| Repair of buildings, | 151 34 |

Maintenance of equipment:

| | |
|---|----------|
| Repair of cars and other vehicles, | 2,681 97 |
| Repair of electric equipment of cars, | 3,508 83 |

Transportation expenses:

| | |
|---|-----------|
| Cost of electric motive power, | 11,327 01 |
| Wages and compensation of persons employed in conducting transportation, | 14,925 55 |
| Removal of snow and ice, | 1,305 69 |
| Damages for injuries to persons and property, | 22 60 |
| Tolls for trackage over other railways, | 747 75 |
| Rentals of buildings and other property, | 440 00 |
| Other transportation expenses: track sanding, cleaning and oiling, amusements, watchman, starter, | 3,501 20 |

| | |
|-------------------------------------|-------------|
| TOTAL OPERATING EXPENSES, | \$45,846 29 |
|-------------------------------------|-------------|

PROPERTY ACCOUNTS.

Additions to railway:

| | |
|---|------------|
| Grade crossing, | \$1,012 96 |
| Assessment, lightning protectors, | 44 33 |
| Additional telephone line, | 215 70 |

| | |
|---------------------------------------|------------|
| TOTAL ADDITIONS TO RAILWAY, | \$1,272 99 |
|---------------------------------------|------------|

| | |
|--|----------|
| Additions to equipment: four motor equipments, | 3,195 20 |
|--|----------|

Additions to land and buildings:

| | |
|---|----------|
| Additional equipment of power stations, | \$300 00 |
| New buildings necessary for operation of railway, | 257 95 |

| | |
|--|--------|
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | 557 95 |
|--|--------|

| | |
|---|------------|
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$5,026 14 |
|---|------------|

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

ASSETS.

Dr.

Cost of railway:

| | |
|--|--------------|
| Roadbed and tracks, | \$369,514 11 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 85,147 11 |
| Interest accrued during construction of railway, | 3,122 26 |

Cost of railway — *Concluded.*

| | | |
|--|-------------|---------------------|
| Engineering and other expenses incident to construction, | \$18,700 74 | |
| Other items of railway cost: telephone line, | 1,072 23 | |
| TOTAL COST OF RAILWAY OWNED, | | \$477,556 45 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$37,649 34 | |
| Electric equipment of same, | 27,459 32 | |
| Other items of equipment: ploughs, axles, etc., | 6,765 00 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 71,873 66 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$1,502 50 | |
| Electric power stations, including equipment, | 61,506 80 | |
| Other buildings necessary for operation of railway, | 15,249 76 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 78,259 06 |
| TOTAL PERMANENT INVESTMENTS, | | \$627,689 17 |
| Cash and current assets: | | |
| Cash, | \$1,124 83 | |
| Bills and accounts receivable, | 806 91 | |
| TOTAL CASH AND CURRENT ASSETS, | | 1,931 74 |
| Miscellaneous assets: materials and supplies, | | 6,103 30 |
| Profit and loss balance (deficit), | | 16,275 79 |
| TOTAL, | | \$652,000 00 |

LIABILITIES.

CR.

| | | |
|---|-------------|---------------------|
| Capital stock, | | \$297,000 00 |
| Funded debt, | | 296,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$22,000 00 | |
| Audited vouchers and accounts, | 37,000 00 | |
| TOTAL CURRENT LIABILITIES, | | 59,000 00 |
| TOTAL, | | \$652,000 00 |

CAPITAL STOCK.

| | | |
|---|--------------|--------------|
| Capital stock authorized by law, | \$297,000 00 | |
| Capital stock authorized by votes of company, | 297,000 00 | |
| Capital stock issued and outstanding, | | \$297,000 00 |
| Number of shares issued and outstanding, | 2,970 | |
| Number of stockholders, | 73 | |
| Number of stockholders in Massachusetts, | 72 | |
| Amount of stock held in Massachusetts, | \$257,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|----------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage gold bonds, . . . | Per Cent. 5 | May 1, 1920, | \$296,000 00 | - |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 1,157,168 |
| Number carried per mile of main railway track operated, . | 39,350 |
| Number of car miles run, | 377,982 |
| Average number of persons employed, | 48 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|---------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | |
| Box passenger cars, | 10 | - | 10 | 10 | 26 |
| Open passenger cars, | 8 | - | 8 | - | 16 |
| TOTAL, | 18 | - | 18 | 10 | 42 |
| CARS — OTHER SERVICE. | | | | | |
| Box freight cars, | 1 | - | 1 | - | 2 |
| Work cars, | 1 | - | 1 | - | 2 |
| Other cars, | - | 1 | 1 | - | - |
| TOTAL, | 2 | 1 | 3 | - | 4 |
| Snow ploughs, | 3 | - | - | - | 6 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over Other Railways. | Total Owned, etc. |
|---|------------------|-------------------------------|-------------------|
| Length of railway line, | Miles. 29.000 | Miles. .407 | Miles. 29.407 |
| Length of sidings, switches, etc, | .830 | - | .830 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 29.830 | .407 | 30.237 |

Names of the several cities and towns in which the railways operated by the company are located: Norton, Attleborough, Mansfield, Easton and Taunton.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (1 in number), viz.:— With New York, New Haven & Hartford Railroad, at Oak Street, Taunton, | 4 | 1 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | 1 | - | 1 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | - | - | - |
| TOTALS, | - | - | - | 1 | - | 1 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORTON & TAUNTON STREET RAILWAY COMPANY,
NORTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Daniel Coolidge, *President*, Philadelphia, Pa. George L. Wetherell, *Vice-President*, Chartley, Mass. Charles H. Knapp, *Treasurer*, Malden, Mass. Robert W. Hewins, *Clerk of Corporation and Superintendent*, Norton, Mass. James A. Stiles, *General Counsel*, Gardner, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Daniel Coolidge, Philadelphia, Pa. James A. Stiles, Gardner, Mass. George L. Wetherell, Chartley, Mass. Andrew H. Sweet, Norton, Mass. Amos F. Hill, Lowell, Mass. Charles H. Knapp, Malden, Mass. Harold A. W. Skinner, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

GEO. L. WETHERELL,
A. H. SWEET,
CHARLES H. KNAPP,
HAROLD A. W. SKINNER,
Directors.
CHARLES H. KNAPP,
ROBERT W. HEWINS,
Treasurer.
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Nov. 2, 1905. Then personally appeared the above-named Geo. L. Wetherell, A. H. Sweet and Robert W. Hewins, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JACOB A. LEONARD,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 4, 1905. Then personally appeared the above-named Charles H. Knapp and Harold A. W. Skinner, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT E. FRASER,

Notary Public.

REPORT

OF THE

NORWOOD, CANTON & SHARON STREET RAILWAY
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

GENERAL EXHIBIT FOR THE YEAR.

| | |
|--|-------------|
| Gross earnings from operation, | \$7,830 87 |
| Operating expenses, | 10,889 69 |
| GROSS DEFICIT ABOVE OPERATING EXPENSES, | \$3,058 82 |
| Charges upon income accrued during the year: | |
| Interest and discount on unfunded debts and loans, | \$5,957 40 |
| Taxes, State and local, | \$544 50 |
| Taxes, commutation, | 75 14 |
| | 619 64 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 6,577 04 |
| Deficit for the year ending September 30, 1905, | \$9,635 86 |
| Amount of deficit September 30, 1904, | 42,754 04 |
| TOTAL DEFICIT SEPTEMBER 30, 1905, | \$52,389 90 |

EARNINGS FROM OPERATION.

| | |
|--|------------|
| Receipts from passengers carried, | \$7,513 55 |
| Receipts from rentals of buildings and other property, | 217 32 |
| Receipts from advertising in cars, | 100 00 |
| GROSS EARNINGS FROM OPERATION, | \$7,830 87 |

EXPENSES OF OPERATION.

| | |
|--|------------|
| General expenses: | |
| Salaries of general officers and clerks, | \$1,016 65 |
| General office expenses and supplies, | 146 70 |
| Other general expenses: printing, travelling expenses, etc., | 76 00 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 87 85 |
| Repair of electric line construction, | 30 54 |
| Repair of buildings, | 899 37 |

| | | |
|--|--------------|---------------------|
| Maintenance of equipment : | | |
| Repair of cars and other vehicles, | | \$319 38 |
| Repair of electric equipment of cars, | | 594 99 |
| Transportation expenses : | | |
| Cost of electric motive power, | | 3,195 01 |
| Wages and compensation of persons employed in conducting transportation, | | 3,864 22 |
| Removal of snow and ice, | | 325 39 |
| Damages for injuries to persons and property, | | 15 00 |
| Rentals of buildings and other property, | | 172 90 |
| Other transportation expenses : storage, grease and waste, | | 195 69 |
| TOTAL OPERATING EXPENSES, | | \$10,889 69 |
| <hr/> | | |
| PROPERTY ACCOUNTS. | | |
| Additions to railway : | | |
| Extension of tracks, | \$1,491 33 | |
| Other additions to railway : telephone line, | 229 55 | |
| TOTAL ADDITIONS TO RAILWAY, | | \$1,720 88 |
| Additions to equipment : | | |
| Additional cars (3 in number), | \$3,961 00 | |
| Electric equipment of same, | 4,177 00 | |
| TOTAL ADDITIONS TO EQUIPMENT, | | 8,138 00 |
| Additions to land and buildings : permanent additions to car barn, | | |
| | | 377 84 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$10,236 72 |
| <hr/> | | |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1905. | | |
| ASSETS. | | DR. |
| Cost of railway : | | |
| Roadbed and tracks, | \$110,900 19 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 13,959 70 | |
| Interest accrued during construction of railway, | 2,855 87 | |
| Engineering and other expenses incident to construction, | 2,746 28 | |
| TOTAL COST OF RAILWAY OWNED, | | \$130,462 04 |
| Cost of equipment : | | |
| Cars and other rolling stock and vehicles, | \$11,061 00 | |
| Electric equipment of same, | 9,933 61 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 20,994 61 |
| Cost of land and buildings : land necessary for operation of railway, | | |
| | | 8,193 21 |
| TOTAL PERMANENT INVESTMENTS, | | \$159,649 86 |
| Cash and current assets : | | |
| Cash, | \$380 76 | |
| Bills and accounts receivable, | 3,033 50 | |
| Other cash and current assets : interest prepaid, | 93 76 | |
| TOTAL CASH AND CURRENT ASSETS, | | 3,508 02 |

| | | | |
|--|-----------|------------|---------------------|
| Miscellaneous assets: | | | |
| Materials and supplies, | \$662 | 40 | |
| Other assets and property: tools and office furniture, | 700 | 45 | |
| TOTAL MISCELLANEOUS ASSETS, | | | \$1,362 85 |
| Profit and loss balance (deficit), | | | 52,389 90 |
| TOTAL, | | | \$216,910 63 |
| LIABILITIES. | | Cr. | |
| Capital stock (amount paid in), | | | \$62,500 00 |
| Current liabilities: | | | |
| Loans and notes payable, | \$115,880 | 00 | |
| Audited vouchers and accounts, | 37,700 | 24 | |
| TOTAL CURRENT LIABILITIES, | | | 153,580 24 |
| Accrued liabilities: | | | |
| Interest accrued and not yet due, | \$20 | 63 | |
| Taxes accrued and not yet due, | 809 | 76 | |
| TOTAL ACCRUED LIABILITIES, | | | 830 39 |
| TOTAL, | | | \$216,910 63 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$125,000 | 00 | |
| Capital stock authorized by votes of company, | 125,000 | 00 | |
| Amount paid in on 1,250 shares not yet issued, | | | \$62,500 00 |
| Number of stockholders, | | 11 | |
| Number of stockholders in Massachusetts, | | 11 | |
| Amount of receipts for stock held in Massachusetts, | \$62,500 | 00 | |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 153,995 |
| Number carried per mile of main railway track operated, | 25,487 |
| Number of car miles run, | 55,010 |
| Average number of persons employed, | 10 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 4 | 4 | 4 | 8 |
| Open passenger cars, | 3 | 3 | — | 6 |
| TOTAL, | 7 | 7 | 4 | 14 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Total Operated. |
|--|--------|-----------------|
| | Miles. | Miles. |
| Length of railway line, | 6.073 | 6.042 |
| Length of sidings, switches, etc., | .209 | .209 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 6.282 | 6.251 |

Names of the several cities and towns in which the railways operated by the company are located: Norwood and Sharon.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORWOOD, CANTON & SHARON STREET RAILWAY COMPANY,
8 BEACON STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William O. Faxon, *President*, Stoughton, Mass. John F. Perry, *Treasurer and Clerk of Corporation*, 8 Beacon Street, Boston, Mass. Dennis G. Trayers, *Superintendent*, Canton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William O. Faxon, Stoughton, Mass. John F. Perry, Brookline, Mass. Albert B. Stearns, Boston, Mass. Cyrus A. Noyes, Sharon, Mass. Dennis G. Trayers, Canton, Mass. George T. Bosson, Melrose Highlands, Mass. Wendell P. Battles, Weymouth, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN F. PERRY,
DENNIS G. TRAYERS,
GEORGE T. BOSSON,
CYRUS A. NOYES,
Directors.
JOHN F. PERRY,
Treasurer.
DENNIS G. TRAYERS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. NOV. 27, 1905. Then personally appeared the above-named John F. Perry, Dennis G. Trayers, George T. Bosson and Cyrus A. Noyes, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDMUND H. TALBOT,
Justice of the Peace.

REPORT

OF THE

OLD COLONY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|----------------|
| Gross earnings from operation, | \$2,380,854 42 |
| Operating expenses, | 1,612,194 91 |
| NET EARNINGS FROM OPERATION, | \$768,659 51 |
| Miscellaneous income: | |
| Income from lease of road, \$33,787 46 | |
| Park receipts, 16,170 95 | |
| Illuminating department, 78,799 16 | |
| TOTAL MISCELLANEOUS INCOME, | 128,757 57 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$897,417 08 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, \$290,197 56 | |
| Interest and discount on unfunded debts and loans, 93,645 23 | |
| Taxes, State and local, \$89,730 61 | |
| Taxes, commutation, 45,225 78 | |
| | 134,956 39 |
| Rentals of leased railways: Newport & Fall River Street Railway Company, 85,925 43 | |
| Other deductions from income: park expenses, 27,550 30 | |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 632,274 91 |
| NET DIVISIBLE INCOME, | \$265,142 17 |
| Dividends declared (2 per cent), | 146,248 00 |
| Surplus for the year ending September 30, 1905, | \$118,894 17 |
| Amount of surplus September 30, 1904, | 9,136 53 |
| Credits to profit and loss account during the year: adjustment of accounts, \$1,054 30 | |
| Debits to profit and loss account during the year: | |
| Injury and damage claims prior to insurance, \$267 96 | |
| Discount on bonds, 3,936 80 | |
| Reconstruction, 90,153 65 | |
| TOTAL DEBITS, | 94,358 41 |
| NET AMOUNT DEBITED TO PROFIT AND LOSS, | 93,304 11 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$34,726 59 |

| EARNINGS FROM OPERATION. | |
|---|----------------|
| Receipts from passengers carried, | \$2,330,661 89 |
| Receipts from carriage of mails, | 4,690 97 |
| Receipts from tolls for use of tracks by other companies, | 25,737 69 |
| Receipts from rentals of buildings and other property, | 7,366 52 |
| Receipts from advertising in cars, | 7,249 92 |
| Receipts from interest on deposits, | 4,195 97 |
| Other earnings from operation: miscellaneous, | 951 46 |
| GROSS EARNINGS FROM OPERATION, | \$2,380,854 42 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$49,225 30 |
| General office expenses and supplies, | 14,414 08 |
| Legal expenses, | 9,058 32 |
| Insurance, | 146,125 48 |
| Other general expenses: | |
| Store room expenses, \$6,947.67; advertising, \$4,823.26, | 11,770 93 |
| Miscellaneous general expense, | 26,614 05 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 80,910 65 |
| Repair of electric line construction, | 45,038 56 |
| Repair of buildings, | 7,832 82 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 92,717 48 |
| Repair of electric equipment of cars, | 93,301 55 |
| Renewal of horses, harnesses, shoeing, etc., | 1,131 19 |
| Provender and stabling for horses, | 3,591 92 |
| Transportation expenses: | |
| Cost of electric motive power, \$304,389; less power sold, \$16,600.54; net, | 287,788 46 |
| Wages and compensation of persons employed in conducting transportation, | 617,629 05 |
| Removal of snow and ice, | 24,292 60 |
| Damages for injuries to persons and property, | 8,895 02 |
| Tolls for trackage over other railways, | 1,056 99 |
| Rentals of buildings and other property, | 12,296 78 |
| Other transportation expenses: | |
| Car service supplies, | 9,915 99 |
| Miscellaneous car service expenses, \$50,474.73; cleaning, oiling and sanding track, \$18,117.96, | 68,592 69 |
| TOTAL OPERATING EXPENSES, | \$1,612,194 91 |
| PROPERTY ACCOUNTS. | |
| Additions to railway: | |
| Extension of tracks, | \$248,812 43 |
| Betterment in reconstruction transferred to track, | 82,057 00 |
| New electric line construction, | 384,296 61 |
| Betterment in reconstruction transferred to line, | 555 00 |
| Other additions to railway: | |
| Engineering, | 45,369 70 |
| Interest during construction, | 11,170 58 |
| Reconstruction, | 202,559 24 |
| TOTAL ADDITIONS TO RAILWAY, | \$974,820 56 |

| | | |
|--|-------------|----------------|
| Additions to equipment: | | |
| Additional cars, | \$10,087 72 | |
| Betterment in reconstruction transferred to cars, | 5,480 41 | |
| Electric equipment of same, | 38,065 33 | |
| Other additions to equipment: | | |
| Reconstructed cars, | 5,300 31 | |
| Sundry equipment, | 7,873 14 | |
| | | |
| TOTAL ADDITIONS TO EQUIPMENT, | | \$66,806 91 |
| Additions to land and buildings: | | |
| Additional land necessary for operation of railway, | \$11,643 91 | |
| New electric power stations, including machinery, etc, | 585,054 04 | |
| Other new buildings necessary for operation of railway, | 12,298 23 | |
| | | |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | | 608,996 18 |
| | | |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$1,650,623 65 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): | | |
| Electric line, | \$11,223 81 | |
| Betterment in reconstruction transferred to track and line, | 82,612 00 | |
| Betterment in reconstruction charged to Newport & Fall River Street Railway, | 8,697 00 | |
| Reconstruction charged profit and loss, | 90,153 65 | |
| Cars and other rolling stock, | 35 00 | |
| Betterments in reconstructed cars transferred to cars and other rolling stock, | 5,480 41 | |
| Reconstructed cars, | 4,840 79 | |
| Engineering transferred to reconstruction, | 723 86 | |
| Land and buildings, | 300 00 | |
| Power stations and machinery, | 87,710 63 | |
| | | |
| TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, | | 291,777 15 |
| | | |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | | \$1,358,846 50 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| | ASSETS. | DR. |
|--|----------------|----------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$6,720,535 37 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 1,904,320 60 | |
| Interest accrued during construction of railway, | 190,791 68 | |
| Engineering and other expenses incident to construction, | 298,431 53 | |
| Other items of railway cost: | | |
| Water works, | 3,500 00 | |
| Reconstruction, | 219,417 48 | |
| | | |
| TOTAL COST OF RAILWAY OWNED, | | \$9,336,996 66 |

| | | |
|---|----------------|-----------------|
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, . | \$1,705,352 51 | |
| Reconstructed cars, | 3,923 24 | |
| Electric equipment of same, | 725,692 16 | |
| Horses, | 1,675 00 | |
| Other items of equipment: sundry equipment, . | 95,638 56 | |
| TOTAL COST OF EQUIPMENT OWNED, | | \$2,532,281 47 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, . | \$792,446 31 | |
| Electric power stations, including equipment, . | 2,571,739 01 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 3,364,185 32 |
| Other permanent property: park property, | | 230,981 59 |
| TOTAL PERMANENT INVESTMENTS, | | \$15,464,445 04 |
| Cash and current assets: | | |
| Cash, | \$177,194 12 | |
| Bills and accounts receivable, | 120,223 31 | |
| Sinking and other special funds, | 49,013 95 | |
| Other cash and current assets: | | |
| Bonds in treasury, \$6,000; coupon deposits, \$47,497.50, | 53,497 50 | |
| Prepaid insurance, \$974.76; prepaid taxes, \$21,771.08; prepaid rentals, \$1,330.06, . . | 24,075 90 | |
| TOTAL CASH AND CURRENT ASSETS, | | 424,004 78 |
| Miscellaneous assets: | | |
| Materials and supplies, | \$230,320 29 | |
| Other assets and property: | | |
| Newport & Fall River St R'y lease account, . | 6,742 37 | |
| Discount on bonds, | 63,403 20 | |
| TOTAL MISCELLANEOUS ASSETS, | | 300,465 86 |
| TOTAL, | | \$16,188,915 68 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$7,312,400 00 |
| Funded debt, | | 6,431,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$1,845,500 00 | |
| Audited vouchers and accounts, | 211,327 32 | |
| Salaries and wages, | 24,299 70 | |
| Dividends not called for, | 146,248 00 | |
| Matured interest coupons unpaid (including coupons due October 1), | 47,497 50 | |
| Miscellaneous current liabilities: | | |
| Outstanding tickets, | 12,595 31 | |
| Meter deposits, | 624 50 | |
| Employees' deposits, | 3,604 33 | |
| TOTAL CURRENT LIABILITIES, | | 2,291,696 66 |
| Accrued liabilities: | | |
| Interest accrued and not yet due, | \$53,704 63 | |
| Taxes accrued and not yet due, | 44,349 46 | |
| Rentals accrued and not yet due, | 21,038 34 | |
| TOTAL ACCRUED LIABILITIES, | | 119,092 43 |
| Profit and loss balance (surplus), | | 34,726 59 |
| TOTAL, | | \$16,188,915 68 |

CAPITAL STOCK.

| | | |
|---|----------------|----------------|
| Capital stock authorized by law, | \$7,316,500 00 | |
| Capital stock authorized by votes of company, | 7,316,500 00 | |
| Capital stock issued and outstanding, | | \$7,812,400 00 |
| Number of shares issued and outstanding, | 73,124 | |
| Number of stockholders, | 33 | |
| Number of stockholders in Massachusetts, | 30 | |
| Amount of stock held in Massachusetts, | \$6,969,600 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| Brockton Street Railway Company first mortgage bonds, | 5 | Oct. 1, 1924, | \$697,000 00 | \$34,591 67 |
| Brockton Street Railway Company debenture bonds, | 4½ | April 1, 1906, | 5,000 00 | 234 73 |
| Brockton Street Railway Company debenture bonds, | 4½ | April 1, 1910, | 33,000 00 | 1,485 00 |
| Brockton Street Railway Company debenture bonds, | 5 | Jan. 1, 1912, | 15,000 00 | 750 00 |
| Braintree Street Railway Company first mortgage bonds, | 6 | July 25, 1914, | 35,000 00 | 2,100 00 |
| Boston, Milton & Brockton Street Railway Company first mortgage bonds, | 5 | July 1, 1919, | 100,000 00 | 5,000 00 |
| Brockton, Bridgewater & Taunton Street Railway Company first mortgage bonds, | 5 | Aug. 1, 1917, | 200,000 00 | 10,000 00 |
| Brockton & East Bridgewater Street Railway Company first mortgage bonds, | 5 | Feb. 1, 1918, | 30,000 00 | 1,500 00 |
| Dighton, Somerset & Swansea Street Railway Company first mortgage bonds, | 5 | Dec. 1, 1915, | 125,000 00 | 6,033 33 |
| Globe Street Railway Company first mortgage bonds, | 5 | April 1, 1912, | 750,000 00 | 37,500 00 |
| Globe Street Railway Company debenture bonds, | 5 | July 1, 1912, | 550,000 00 | 27,500 00 |
| Globe Street Railway Company debenture bonds, | 5 | March 1, 1910, | 125,000 00 | 6,250 00 |
| Norfolk Central Street Railway Company first mortgage bonds, | 5 | July 1, 1918, | 55,500 00 | 2,793 75 |
| Norfolk Suburban Street Railway Company first mortgage bonds, | 5 | July 1, 1914, | 65,500 00 | 3,231 25 |
| New Bedford, Middleborough & Brockton Street Railway Company first mortgage bonds, | 5 | Jan. 1, 1920, | 325,000 00 | 16,250 00 |
| Providence & Taunton Street Railway Company first mortgage bonds, | 5 | Sept. 1, 1918, | 150,000 00 | 7,500 00 |
| South Shore & Boston Street Railway Company first mortgage bonds, | 5 | Aug. 1, 1919, | 335,000 00 | 16,750 00 |
| Rockland & Abington Street Railway Company first mortgage bonds, | 6 | May 1, 1915, | 100,000 00 | 6,000 00 |
| Braintree & Weymouth Street Railway Company first mortgage bonds, | 5 | March 1, 1917, | 80,000 00 | 4,000 00 |
| Bridgewater, Whitman & Rockland Street Railway Company first mortgage bonds, | 5 | Nov. 1, 1917, | 85,000 00 | 4,250 00 |
| Taunton Street Railway Company first mortgage bonds, | 5 | Jan. 1, 1914, | 350,000 00 | 17,500 00 |
| Taunton Street Railway Company debenture bonds, | 5 | March 1, 1914, | 200,000 00 | 10,000 00 |
| Taunton & Brockton Street Railway Company first mortgage bonds, | 5 | Aug. 1, 1917, | 100,000 00 | 5,000 00 |
| West Roxbury and Roslindale Street Railway Company first mortgage bonds, | 5 | Sept. 1, 1916, | 143,000 00 | 7,179 17 |
| Old Colony Street Railway Company first mortgage refunding bonds, | 4 | Sept. 1, 1954, | 1,777,000 00 | 56,748 66 |
| TOTALS, | | | \$6,431,000 00 | \$290,197 56 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|------------|
| Number of passengers paying revenue carried during the year, | 48,111,541 |
| Number carried per mile of main railway track operated, | 186,736 |
| Number of car miles run, | 9,887,870 |
| Average number of persons employed, | 1,648 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Total Passenger Cars. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|------------------------------|---------------|-----------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | | |
| Box passenger cars, | 300 | 2 | 302 | 294 | 294 | - |
| Open passenger cars, | 402 | 15 | 417 | 402 | - | - |
| TOTAL, | 702 | 17 | 719 | 696 | 294 | 1,412 |
| CARS — OTHER SERVICE. | | | | | | |
| Box freight cars, | 8 | - | 8 | - | - | - |
| Platform freight cars, | 5 | 22 | 27 | - | - | - |
| Work cars, | 14 | - | 14 | - | - | - |
| Other cars, | 22 | - | 22 | - | - | - |
| TOTAL, | 49 | 22 | 71 | - | - | 81 |
| Snow ploughs, | 72 | 1 | 73 | - | - | 14 |

MISCELLANEOUS EQUIPMENT.

| | |
|--|----|
| Carts and snow sleds, | 21 |
| Other railway rolling stock: 9 tower wagons, 1 roller, | 10 |
| Other highway vehicles: 2 pole wagons, 1 road scraper, 3 buggies, 1 caravan, 2 democrat wagons, 9 express wagons, | 18 |
| Horses, | 14 |
| Other items of equipment: 12 snow levellers, 1 pair wheels and axles, 1 trolley wagon, 1 single dray, 3 walkaways, 1 platform wagon, | 19 |

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owued. | Held under Lease or Contract. | Total Owned, Leased, etc. | Total Operated. |
|--|---------|-------------------------------|---------------------------|-----------------|
| | Miles. | Miles. | Miles. | Miles. |
| Length of railway line, | 313.520 | 18.490 | 332.010 | 317.887 |
| Length of second main track, | 43.898 | .778 | 44.676 | 33.969 |
| TOTAL LENGTH OF MAIN TRACK, | 357.418 | 19.268 | 376.686 | 351.856 |
| Length of sidings, switches, etc., | 16.477 | 1.215 | 17.692 | 17.457 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 373.895 | 20.483 | 394.378 | 369.313 |

RAILWAY LOCATED OUTSIDE OF MASSACHUSETTS.

| | |
|--|---------------|
| Length of railway line, | 18.490 miles. |
| Length of second main track, | .778 " |
| Total length of main track, | 19.268 " |
| Length of sidings, switches, etc., | 1.215 " |
| Total, computed as single track, | 20.483 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | Owued. | Operated. |
|---------------------------------------|--------|-----------|
| | Miles. | Miles. |
| Length of railway line, | 4.328 | 4.328 |
| Length of sidings, | 3.168 | 3.473 |
| TOTAL LENGTH OF MAIN TRACK, | 7.496 | 7.801 |

Names of the several cities and towns in which the railways operated by the company are located: Abington, Avon, Boston, Braintree, Bridgewater, Brockton, Dedham, Dighton, Easton, East Bridgewater, Fall River, Freetown, Hanover, Hingham, Holbrook, Hull, Hyde Park, Lakeville, Milton, Middleborough, Needham, New Bedford, Norwell, Norwood, Quincy, Randolph, Raynham, Rehoboth, Rockland, Seekonk, Somerset, Stoughton, Taunton, Walpole, West Bridgewater, Westwood, Weymouth, and Whitman, Mass., and Newport, Portsmouth, Tiverton and Middletown, R. I.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (21 in number), viz.: — | | |
| With Fore River Ship & Engine Company, as follows: | | |
| Braintree, at Adams Street, | 1 | 1 |
| Quincy, at Quincy Avenue, | 1 | 1 |
| With New York, New Haven & Hartford Railroad, as follows: | | |
| East Bridgewater, at Central Street, | 2 | 1 |
| Braintree, at Commercial Street, | 3 | 1 |
| Stoughton, at Park Street, | 2 | 1 |
| Rockland, at Union Street, | 1 | 1 |
| Somerset, at Pleasant Street, | 2 | 1 |
| Abington, at Wales Street, | 4 | 1 |
| Taunton, at Dean Street, | 2 | 1 |
| Taunton, at Oak Street, | 4 | 1 |
| Taunton, at Warren Street, | 2 | 1 |
| Taunton, at Whittenton Street, | 2 | 1 |
| Taunton, at Winthrop Street, | 2 | 1 |
| Taunton, at Weir Street (2 crossings), | 4 | 1 |
| Whitman, at South Avenue, | 5 | 1 |
| Dighton, at Main Street, | 2 | 1 |
| Hingham, at Main Street, | 2 | 1 |
| Hingham, at Rockland Street, | 2 | 1 |
| Quincy, at Water Street, | 3 | 1 |
| Hull, at Nantasket Avenue, | 2 | 1 |
| At Freetown, siding to pumping station, | 1 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 49 | 21 |

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 182 | 1 | 217 | 1 | 399 |
| Employees, | 2 | 8 | 1 | 34 | 3 | 42 |
| Other persons, | - | - | 4 | 74 | 4 | 74 |
| TOTALS, | 2 | 190 | 6 | 325 | 8 | 515 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

OLD COLONY STREET RAILWAY COMPANY,

84 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Patrick F. Sullivan, *President*, Boston, Mass. Robert S. Goff, *Vice-President and General Manager*, Boston, Mass. Joseph H. Goodspeed, *Treasurer*, Boston, Mass. Charles Williams, *Clerk of Corporation*, Lynn, Mass. D. Dana Bartlett, *General Auditor*, Boston, Mass. George F. Seibel, *General Superintendent*, Taunton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Patrick F. Sullivan, Lowell, Mass. Robert S. Goff, Fall River, Mass. Joseph H. Goodspeed, Boston, Mass. Bradford D. Davol, Fall River, Mass. Frederick S. Hall, Taunton, Mass. John P. Morse, Brockton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true

P. F. SULLIVAN,
ROBERT S. GOFF,
BRADFORD D. DAVOL,
J. H. GOODSPEED,
JOHN P. MORSE,
Directors.
J. H. GOODSPEED,
Treasurer.
ROBERT S. GOFF,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 21, 1905. Then personally appeared the above-named P. F. Sullivan, Robert S. Goff and J. H. Goodspeed, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, SS. FALL RIVER, Nov. 21, 1905. Then personally appeared the above-named Bradford D. Davol, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

ERNEST H. CAMPBELL,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 21, 1905. Then personally appeared the above-named John P. Morse, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

WILLIAM NOBLE McCONNELL,

Notary Public.

REPORT

OF THE

PITTSFIELD ELECTRIC STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|--------------|
| Gross earnings from operation, | \$161,585 09 |
| Operating expenses, | 115,058 25 |
| NET EARNINGS FROM OPERATION, | \$46,526 84 |
| Miscellaneous income: income from park, | 50 00 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$46,576 84 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$8,000 00 |
| Interest and discount on unfunded debts and loans, | 1,682 51 |
| Taxes, State and local, | 8,709 12 |
| Payments to sinking and other special funds: insurance fund, | 8,073 25 |
| Other deductions from income: maintenance of park, | 2,260 11 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 28,724 99 |
| NET DIVISIBLE INCOME, | \$17,851 85 |
| Dividends declared (6 per cent), | 15,000 00 |
| Surplus for the year ending September 30, 1905, | \$2,851 85 |
| Amount of surplus September 30, 1904, | 41,311 39 |
| Credits to profit and loss account during the year: premium on new stock, | 5,000 00 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$49,163 24 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$161,465 09 |
| Receipts from rentals of buildings and other property, | 120 00 |
| GROSS EARNINGS FROM OPERATION, | \$161,585 09 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$3,800 00 |
| General office expenses and supplies, | 456 08 |

General expenses — *Concluded.*

| | |
|--|---------------------|
| Legal expenses, | \$1,518 35 |
| Insurance, | 1,010 20 |
| Other general expenses, | 560 66 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 7,118 47 |
| Repair of electric line construction, | 125 26 |
| Repair of buildings, | 1,042 15 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 7,119 80 |
| Repair of electric equipment of cars, | 17,573 82 |
| Renewal of horses, harnesses, shoeing, etc., | 115 70 |
| Provender and stabling for horses, | 438 11 |
| Transportation expenses: | |
| Cost of electric motive power, | 34,987 68 |
| Wages and compensation of persons employed in conducting transportation, | 34,523 73 |
| Removal of snow and ice, | 2,625 17 |
| Other transportation expenses, | 2,043 07 |
| TOTAL OPERATING EXPENSES, | \$115,058 25 |

PROPERTY ACCOUNTS.

| | |
|--|--------------------|
| Additions to railway: | |
| Extension of tracks (length, 8,775 feet), | \$29,500 56 |
| New electric line construction (length, 8,775 feet), | 2,563 13 |
| TOTAL ADDITIONS TO RAILWAY, | \$32,063 69 |
| Additions to land and buildings: | |
| Additional land necessary for operation of railway, | \$500 00 |
| New buildings necessary for operation of railway, | 2,304 06 |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | 2,804 06 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$34,867 75 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

ASSETS.

Dr.

| | |
|--|---------------------|
| Cost of railway: | |
| Roadbed and tracks, | \$319,578 30 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 47,164 14 |
| TOTAL COST OF RAILWAY OWNED, | \$366,742 44 |
| Cost of equipment: | |
| Cars and other rolling stock and vehicles, | \$61,257 02 |
| Electric equipment of same, | 40,230 04 |
| Horses, | 147 50 |
| TOTAL COST OF EQUIPMENT OWNED, | 101,634 56 |

| | | |
|---|--------------|--------------|
| Cost of land and buildings: | | |
| Land necessary for operation of railway, . . | \$10,758 41 | |
| Electric power stations, including equipment, . . | 22,608 07 | |
| Other buildings necessary for operation of railway, | 28,343 25 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, . . | | \$61,709 73 |
| TOTAL PERMANENT INVESTMENTS, | | \$530,086 73 |
| Cash and current assets: bills and accounts receivable, . . | | 13,133 48 |
| TOTAL, | | \$548,220 21 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$250,000 00 |
| Funded debt, | | 200,000 00 |
| Current liabilities: loans and notes payable, | | 35,000 00 |
| Sinking and other special funds: | | |
| Reserve for excise tax, | \$3,229 30 | |
| Insurance fund, | 5,827 67 | |
| TOTAL SINKING AND OTHER SPECIAL FUNDS, . . | | 9,056 97 |
| Profit and loss balance (surplus), | | 49,163 24 |
| TOTAL, | | \$548,220 21 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$300,000 00 | |
| Capital stock authorized by votes of company, | 250,000 00 | |
| Capital stock issued and outstanding, | | \$250,000 00 |
| Number of shares issued and outstanding, | 2,500 | |
| Number of stockholders, | 53 | |
| Number of stockholders in Massachusetts, | 50 | |
| Amount of stock held in Massachusetts, | \$249,200 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 4 | July 1, 1923, . | \$200,000 00 | \$8,000 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 5,245,211 |
| Number carried per mile of main railway track operated, | 121,512 |
| Number of car miles run, | 687,299 |
| Average number of persons employed, | 82 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|---------------------------------|---------------------------|------------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 16 | 16 | 16 | 52 |
| Open passenger cars, | 18 | 18 | - | 48 |
| TOTAL, | 34 | 34 | 16 | 100 |
| CARS — OTHER SERVICE. | | | | |
| Work cars, | 1 | 1 | - | 2 |
| Snow ploughs, | 3 | - | - | 8 |

MISCELLANEOUS EQUIPMENT.

| | |
|---|---|
| Barges and omnibuses, | 1 |
| Carts and snow sleds, | 1 |
| Other highway vehicles: gravel wagon, tower wagon, carriage and sleigh, | 4 |
| Horses, | 3 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 25.958 miles. |
| Length of second main track, | .749 " |
| Total length of main track, | 26.707 " |
| Length of sidings, switches, etc., | .738 " |
| Total, computed as single track, | 27.445 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 1.558 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Pittsfield, Lanesborough, Cheshire, Dalton and Hinsdale.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | 7 | - | 7 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | 1 | 2 | 1 | 2 |
| TOTALS, | - | - | 1 | 9 | 1 | 9 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PITTSFIELD ELECTRIC STREET RAILWAY COMPANY,
PITTSFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Joseph Tucker, *President*, Pittsfield, Mass. Charles E. Merrill, *Treasurer*, Pittsfield, Mass. John M. Stevenson, *Clerk of Corporation*, Pittsfield, Mass. Peter C. Dolan, *General Manager*, Pittsfield, Mass. Patrick H. Dolan, *Superintendent*, Pittsfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Joseph Tucker, Pittsfield, Mass. Peter C. Dolan, Pittsfield, Mass. James W. Hull, Pittsfield, Mass. Alexander Kennedy, Pittsfield, Mass. James L. Bacon, Pittsfield, Mass. John M. Stevenson, Pittsfield, Mass. Charles E. Merrill, Pittsfield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOSEPH TUCKER,
JAS. W. HULL,
P. C. DOLAN,
ALEXANDER KENNEDY,
J. M. STEVENSON,
C. E. MERRILL,
J. L. BACON,

Directors.

CHARLES E. MERRILL,

Treasurer.

PATRICK H. DOLAN,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. PITTSFIELD, Oct. 18, 1905. Then personally appeared the above-named James W. Hull, Peter C. Dolan, Alexander Kennedy, John M. Stevenson, Charles E. Merrill and Patrick H. Dolan, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

MICHAEL L. EISNER,
Notary Public.

REPORT

OF THE

PLYMOUTH COUNTY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

[Obtained a certificate of incorporation, but has not commenced the construction of its railway.]

| GENERAL BALANCE SHEET SEPTEMBER 30, 1905. | |
|---|--------------------|
| ASSETS. | Dr. |
| Cost of railway: engineering and other expenses incident to construction, | \$3,800 00 |
| Cash and current assets: cash, | 8,388 00 |
| Miscellaneous assets: materials and supplies, | 812 00 |
| TOTAL, | \$12,500 00 |
| LIABILITIES. | Cr. |
| Capital stock (amount paid in), | \$12,500 00 |
| TOTAL, | \$12,500 00 |
| CAPITAL STOCK. | |
| Capital stock authorized by law, | \$125,000 00 |
| Capital stock authorized by votes of company, | 125,000 00 |
| Amount paid in on 1,250 shares not yet issued, | \$12,500 00 |
| Number of subscribers, | 13 |
| Number of subscribers in Massachusetts, | 13 |
| Amount of subscriptions to stock held in Massachusetts, | \$12,500 00 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PLYMOUTH COUNTY STREET RAILWAY COMPANY,

50 CONGRESS STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles F. Remington, *President*, 50 Congress Street, Boston, Mass. Alfred Adamson, Jr., *Treasurer and Clerk of Corporation*, 50 Congress Street, Boston, Mass. Guy A. Ham, *General Counsel*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles F. Remington, Woburn, Mass. Alfred Adamson, Jr., Lynn, Mass.
Oscar G. Petterson, Cambridgeport, Mass. Dana M. Dutch, Boston, Mass.
George E. Morgan, Burlington, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES F. REMINGTON,
ALFRED ADAMSON, JR.,
DANA M. DUTCH,
OSCAR G. PETTERSON,
Directors.
ALFRED ADAMSON, JR.,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 10, 1905. Then personally appeared the above-named Charles F. Remington, Alfred Adamson, Jr., Dana M. Dutch and Oscar G. Petterson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

KIRK A. PARKER,
Justice of the Peace.

REPORT

OF THE

PLYMOUTH, CARVER & WAREHAM STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

[Obtained a certificate of incorporation, but has not commenced the construction of its railway.]

| GENERAL BALANCE SHEET SEPTEMBER 30, 1905. | |
|---|--------------------|
| ASSETS. | Dr. |
| Cost of railway: engineering and other expenses incident to construction, | \$2,286 50 |
| Cash and current assets: cash, | 27,963 28 |
| TOTAL, | \$30,249 78 |
| LIABILITIES. | Cr. |
| Capital stock (amount paid in), | \$30,249 78 |
| TOTAL, | \$30,249 78 |
| CAPITAL STOCK. | |
| Capital stock authorized by law, | \$45,000 00 |
| Capital stock authorized by votes of company, | 45,000 00 |
| Amount paid in on 450 shares not yet issued, | \$30,249 78 |
| Number of subscribers, | 86 |
| Number of subscribers in Massachusetts, | 84 |
| Amount of subscriptions to stock held in Massachusetts, | \$30,149 78 |

Names of the several cities and towns in which the railway owned by the company is located: Plymouth, Carver and Wareham.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PLYMOUTH, CARVER & WAREHAM STREET RAILWAY COMPANY,

No. 53 MAIN STREET, PLYMOUTH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Theodore T. Vaughan, *President*, Carver, Mass. Henry S. Griffith, *Vice-President*, South Carver, Mass. James B. Collingwood, *Treasurer and Clerk of Corporation*, Plymouth, Mass. Charles S. Davis, *General Counsel*, Plymouth, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William S. Kyle, Plymouth, Mass. Horace M. Saunders, Plymouth, Mass. James B. Collingwood, Plymouth, Mass. Theodore T. Vaughan, Carver, Mass. Henry S. Griffith, South Carver, Mass. Eugene S. Shaw, Carver, Mass. John T. Pierce, West Wareham, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

THEODORE T. VAUGHAN,
WM. S. KYLE,
EUGENE E. SHAW,
JAS. B. COLLINGWOOD,
HORACE M. SAUNDERS,
JOHN T. PIERCE,

Directors.

JAS. B. COLLINGWOOD,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, SS. OCT. 17, 1905. Then personally appeared the above-named Theodore T. Vaughan, Wm. S. Kyle, Eugene E. Shaw, James B. Collingwood, Horace M. Saunders and John T. Pierce, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDWARD L. BURGESS,

Justice of the Peace.

REPORT

OF THE

PLYMOUTH & SANDWICH STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|------------|
| Gross earnings from operation, | \$7,527 91 |
| Operating expenses, | 5,510 50 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$2,017 41 |
| Charges upon income accrued during the year: | |
| Interest and discount on unfunded debts and loans, | \$724 60 |
| Taxes, State and local, | 530 88 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 1,255 48 |
| Surplus for the year ending September 30, 1905, | \$761 93 |
| Amount of surplus September 30, 1904, | 3,967 87 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$4,729 80 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$7,502 91 |
| Receipts from advertising in cars, | 25 00 |
| GROSS EARNINGS FROM OPERATION, | \$7,527 91 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$345 53 |
| General office expenses and supplies, | 162 73 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 244 20 |
| Repair of electric line construction, | 71 50 |
| Maintenance of equipment: repair of cars and other vehicles, | 249 95 |
| Transportation expenses: | |
| Cost of electric motive power, | 2,150 04 |
| Wages and compensation of persons employed in conducting transportation, | 2,092 75 |
| Removal of snow and ice, | 193 80 |
| TOTAL OPERATING EXPENSES, | \$5,510 50 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | | DR. |
|---|-------------|-------------|
| Cost of railway : | | |
| Roadbed and tracks, | \$46,803 05 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 3,290 83 | |
| Engineering and other expenses incident to construction, | 2,395 94 | |
| | | |
| TOTAL COST OF RAILWAY OWNED, | | \$51,989 82 |
| Cost of equipment : | | |
| Cars and other rolling stock and vehicles, | \$4,976 06 | |
| Electric equipment of same, | 4,251 11 | |
| | | |
| TOTAL COST OF EQUIPMENT OWNED, | | 9,227 17 |
| Cost of land and buildings : | | |
| Land necessary for operation of railway, | \$238 50 | |
| Other buildings necessary for operation of railway, | 3,136 14 | |
| | | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 3,374 64 |
| | | |
| TOTAL PERMANENT INVESTMENTS, | | \$64,591 63 |
| Cash and current assets : cash, | | |
| | | 2,282 09 |
| | | |
| TOTAL, | | \$66,873 72 |
| | | |
| LIABILITIES. | | CR. |
| Capital stock, | | \$36,800 00 |
| Current liabilities : loans and notes payable, | | 25,343 92 |
| Profit and loss balance (surplus), | | 4,729 80 |
| | | |
| TOTAL, | | \$66,873 72 |
| | | |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$60,000 00 | |
| Capital stock authorized by votes of company, | 45,000 00 | |
| Capital stock issued and outstanding, | | \$36,800 00 |
| Number of shares issued and outstanding, | 368 | |
| Number of stockholders, | 27 | |
| Number of stockholders in Massachusetts, | 24 | |
| Amount of stock held in Massachusetts, | \$31,100 00 | |

VOLUME OF TRAFFIC, ETC.

| | |
|--|--------|
| Number of passengers paying revenue carried during the year, | 82,205 |
| Number carried per mile of main railway track operated, | 13,375 |
| Number of car miles run, | 39,660 |
| Average number of persons employed, | 4 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|---------------------------------|---------------------------|------------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 2 | 2 | 2 | 4 |
| Open passenger cars, | 2 | 2 | - | 4 |
| TOTAL, | 4 | 4 | 2 | 8 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|--------------|
| Length of railway line, | 6.146 miles. |
| Length of sidings, switches, etc., | .213 " |
| Total, computed as single track, | 6 359 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|------------|
| Length of railway line, | .161 mile. |
|-----------------------------------|------------|

Names of the several cities and towns in which the railways operated by the company are located: Plymouth.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PLYMOUTH & SANDWICH STREET RAILWAY COMPANY,
PLYMOUTH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

T. E. Cornish, *Vice-President*, Plymouth, Mass. Walter L. Boyden, *Treasurer and Clerk of Corporation*, Plymouth, Mass. N. H. Dunbar, *Superintendent*, Manomet, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Eben Kimball, 274 Commonwealth Avenue, Boston, Mass. Thomas E. Cornish, Plymouth, Mass. Walter L. Boyden, Plymouth, Mass. Thomas Arnold, North Abington, Mass. William Arnold, North Abington, Mass. John H. Marshall, Manomet, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

THOMAS E. CORNISH,
WALTER L. BOYDEN,
J. H. MARSHALL,

Directors.

WALTER L. BOYDEN,

Treasurer.

N. H. DUNBAR,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. OCT. 26, 1905. Then personally appeared the above-named Thomas E. Cornish, Walter L. Boyden, J. H. Marshall and N. H. Dunbar, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES B. STODDARD,

Justice of the Peace.

REPORT

OF THE

PROVIDENCE & FALL RIVER STREET RAILWAY
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$50,537 31 |
| Operating expenses, | 41,191 24 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$9,346 07 |
| Charges upon income accrued during the year : | |
| Interest on funded debt, | \$8,250 00 |
| Interest and discount on unfunded debts and loans, | 3,701 97 |
| Taxes, State and local, | \$1,644 00 |
| Taxes, commutation, | 480 39 |
| | 2,124 39 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 14,076 36 |
| Deficit for the year ending September 30, 1905, | \$4,730 29 |
| Amount of deficit September 30, 1904, | 10,475 58 |
| Debits to profit and loss account during the year: settlement old accounts, | 1,751 70 |
| TOTAL DEFICIT SEPTEMBER 30, 1905, | \$16,957 57 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$47,028 16 |
| Receipts from carriage of mails, | 442 06 |
| Receipts from carriage of freight, | 1,003 81 |
| Receipts from rentals of other property, | 1,808 28 |
| Receipts from advertising in cars, | 255 00 |
| GROSS EARNINGS FROM OPERATION, | \$50,537 31 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$2,329 65 |
| General office expenses and supplies, | 222 19 |
| Insurance, | 1,392 00 |
| Other general expenses: miscellaneous, | 795 88 |

| | |
|--|--------------------|
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | \$1,707 90 |
| Repair of electric line construction, | 286 24 |
| Repair of buildings, | 202 35 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 5,140 34 |
| Repair of electric equipment of cars, | 5,563 35 |
| Transportation expenses: | |
| Cost of electric motive power, | 14,422 58 |
| Wages and compensation of persons employed in conducting transportation, | 8,103 11 |
| Removal of snow and ice, | 177 74 |
| Damages for injuries to persons and property, | 256 56 |
| Other transportation expenses: oil, waste, etc., | 591 35 |
| TOTAL OPERATING EXPENSES, | \$41,191 24 |

PROPERTY ACCOUNTS.

| | |
|--|-------------------|
| Additions to railway: | |
| Paving tracks, | \$1,059 79 |
| New electric line construction, additional feeder wire, | 1,585 40 |
| TOTAL ADDITIONS TO RAILWAY, | \$2,645 19 |
| Additions to equipment: | |
| Additional cars (1 in number), | \$1,115 90 |
| Electric equipment of same, | 467 43 |
| Other additions to equipment: heaters, registers, etc., | 190 35 |
| TOTAL ADDITIONS TO EQUIPMENT, | 1,773 68 |
| Additions to land and buildings: new buildings necessary for operation of railway, | |
| | 643 78 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$5,062 65 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | | DR. |
|--|--------------|---------------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$171,039 73 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 75,187 09 | |
| Engineering and other expenses incident to construction, | 6,255 97 | |
| TOTAL COST OF RAILWAY OWNED, | | \$252,482 79 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$44,258 12 | |
| Electric equipment of same, | 45,277 37 | |
| Other items of equipment, | 6,208 44 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 95,743 93 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$8,096 75 | |
| Buildings necessary for operation of railway, | 23,734 61 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 31,831 36 |
| TOTAL PERMANENT INVESTMENTS, | | \$380,058 08 |

| | | |
|--|--------------|--------------|
| Cash and current assets : | | |
| Cash, | \$6,413 05 | |
| Bills and accounts receivable, | 1,699 50 | |
| Other cash and current assets : | | |
| Prepaid insurance, | 1,283 29 | |
| Prepaid interest, | 1,248 61 | |
| TOTAL CASH AND CURRENT ASSETS, | | \$10,644 45 |
| Miscellaneous assets : materials and supplies, | | 4,584 56 |
| Profit and loss balance (deficit), | | 16,957 57 |
| TOTAL, | | \$412,244 66 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$165,000 00 |
| Funded debt, | | 165,000 00 |
| Current liabilities : | | |
| Loans and notes payable, | \$75,254 12 | |
| Audited vouchers and accounts, | 2,801 44 | |
| TOTAL CURRENT LIABILITIES, | | 78,055 56 |
| Accrued liabilities : | | |
| Interest accrued and not yet due, | \$2,064 71 | |
| Taxes accrued and not yet due, | 2,124 39 | |
| TOTAL ACCRUED LIABILITIES, | | 4,189 10 |
| TOTAL, | | \$412,244 66 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$165,000 00 | |
| Capital stock authorized by votes of company, | 165,000 00 | |
| Capital stock issued and outstanding, | | \$165,000 00 |
| Number of shares issued and outstanding, | 1,650 | |
| Number of stockholders, | 34 | |
| Number of stockholders in Massachusetts, | 31 | |
| Amount of stock held in Massachusetts, | \$154,700 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--------------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage gold bonds, | Per Cent. 5 | July 1, 1921, . | \$165,000 00 | \$8,250 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 1,149,683 |
| Number carried per mile of main railway track operated, | 95,943 |
| Number of car miles run, | 256,766 |
| Average number of persons employed, | 36 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|---------------------------------|---------------------------|------------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 9 | 9 | 9 | - |
| Open passenger cars, | 10 | 10 | - | - |
| TOTAL, | 19 | 19 | 9 | 60 |
| CARS — OTHER SERVICE. | | | | |
| Box freight cars, | 1 | - | - | - |
| Snow ploughs, | 3 | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|---------------------------------|---|
| Carts and snow sleds, | 1 |
|---------------------------------|---|

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 11.983 miles. |
| Length of sidings, switches, etc., | .546 " |
| Total, computed as single track, | 12.529 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 3.489 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Swansea, Rehoboth, Seekonk.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | - | - | - |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | 1 | - | 1 |
| TOTALS, | - | - | - | 1 | - | 1 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PROVIDENCE & FALL RIVER STREET RAILWAY COMPANY,
SWANSEA CENTRE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John J. Whipple, *President*, 52 Boylston Street, Boston, Mass. Walter H. Trumbull, *Vice-President*, 25 Congress Street, Boston, Mass. George A. Butman, *Treasurer and Clerk of Corporation*, 8 Congress Street, Boston, Mass. George P. Dole, *Superintendent*, Swansea Centre, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS

John J. Whipple, Brockton, Mass. Fred C. Hinds, Newton, Mass. Walter H. Trumbull, Salem, Mass. Robert Redford, Lawrence, Mass. Alex. B. Bruce, Lawrence, Mass. Thomas Lahey, Haverhill, Mass. Lorenzo P. Sturtevant, Swansea, Mass. Algernon H. Barney, Swansea Centre, Mass. George A. Butman, Malden, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

GEO. A. BUTMAN,
ALEXANDER B. BRUCE,
FRED C. HINDS,
WALTER H. TRUMBULL,
ROBERT REDFORD,
Directors.
GEO. A. BUTMAN,
Treasurer.
GEO. P. DOLE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 8, 1905. Then personally appeared the above-named Geo. A. Butman, Alex. B. Bruce, Fred C. Hinds, Walter H. Trumbull, Robert Redford and Geo. P. Dole, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR W. CLAPP,
Justice of the Peace.

REPORT

OF THE

SHELBURNE FALLS & COLRAIN STREET RAILWAY
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$16,370 49 |
| Operating expenses, | 10,920 30 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$5,450 19 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$3,000 00 |
| Interest and discount on unfunded debts and loans, | 197 35 |
| Taxes, State and local, | 246 93 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 3,444 28 |
| Surplus for the year ending September 30, 1905, | \$2,005 91 |
| Amount of surplus September 30, 1904, | 6,037 97 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$8,043 88 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$7,980 15 |
| Receipts from carriage of mails, | 305 36 |
| Receipts from carriage of freight, | 7,059 98 |
| Receipts from advertising in cars, | 30 00 |
| Other earnings from operation: power sold, | 995 00 |
| GROSS EARNINGS FROM OPERATION, | \$16,370 49 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$957 11 |
| General office expenses and supplies, | 151 22 |
| Legal expenses, | 10 00 |
| Insurance, | 137 98 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 1,909 98 |
| Repair of electric line construction, | 150 40 |
| Repair of buildings, | 15 85 |

| | |
|--|--------------------|
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | \$449 89 |
| Repair of electric equipment of cars, | 697 76 |
| Transportation expenses: | |
| Cost of electric motive power, | 1,635 85 |
| Wages and compensation of persons employed in conducting transportation, | 2,477 84 |
| Removal of snow and ice, | 176 54 |
| Rentals of buildings and other property, | 50 00 |
| Other transportation expenses: transferring freight, | 2,099 88 |
| TOTAL OPERATING EXPENSES, | \$10,920 30 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | | Dr. |
|--|-------------|---------------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$51,344 86 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 13,995 23 | |
| Engineering and other expenses incident to construction, | 5,414 79 | |
| TOTAL COST OF RAILWAY OWNED, | | \$70,754 88 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$7,187 72 | |
| Electric equipment of same, | 3,498 92 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 10,686 64 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$2,030 67 | |
| Electric power stations, including equipment, | 21,517 37 | |
| Other buildings necessary for operation of railway, | 2,465 64 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 26,013 68 |
| Other permanent property: equipment for renting power, | | 868 06 |
| TOTAL PERMANENT INVESTMENTS, | | \$108,323 26 |
| Cash and current assets: | | |
| Cash, | \$983 03 | |
| Bills and accounts receivable, | 347 80 | |
| TOTAL CASH AND CURRENT ASSETS, | | 1,330 83 |
| Miscellaneous assets: materials and supplies, | | 2,861 60 |
| TOTAL, | | \$112,515 69 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$50,000 00 |
| Funded debt, | | 50,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$3,583 00 | |
| Matured interest coupons unpaid (including coupons due October 1), | 378 00 | |
| TOTAL CURRENT LIABILITIES, | | 3,961 00 |

| | | | | | |
|--|--|--|--|----------|--------------|
| Accrued liabilities : | | | | | |
| Interest accrued and not yet due, | | | | \$295 20 | |
| Taxes accrued and not yet due, | | | | 215 61 | |
| TOTAL ACCRUED LIABILITIES, | | | | | \$510 81 |
| Profit and loss balance (surplus), | | | | | 8,043 88 |
| TOTAL, | | | | | \$112,515 69 |

CAPITAL STOCK.

| | | |
|---|-------------|-------------|
| Capital stock authorized by law, | \$50,000 00 | |
| Capital stock authorized by votes of company, | 50,000 00 | |
| Capital stock issued and outstanding, | | \$50,000 00 |
| Number of shares issued and outstanding, | 500 | |
| Number of stockholders, | 107 | |
| Number of stockholders in Massachusetts, | 101 | |
| Amount of stock held in Massachusetts, | \$42,150 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 6 | Sept. 1, 1916, | \$50,000 00 | \$3,000 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 181,747 |
| Number carried per mile of main railway track operated, | 27.833 |
| Number of car miles run, | 53,900 |
| Average number of persons employed, | 11 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Total Passenger Cars. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|------------------------------|---------------|-----------------------|---------------------------------|-------------------|
| CARS—PASSENGER SERVICE. | | | | | |
| Box passenger cars, | 2 | 1 | 3 | 2 | 4 |
| Open passenger cars, | 1 | 1 | 2 | - | 2 |
| TOTAL, | 3 | 2 | 5 | 2 | 6 |
| CARS—OTHER SERVICE. | | | | | |
| Box freight cars, | - | 4 | - | - | - |
| Platform freight cars, | - | 4 | - | - | - |
| TOTAL, | - | 8 | - | - | - |
| Snow ploughs, | 1 | - | - | - | - |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|--------------|
| Length of railway line, | 6.530 miles. |
| Length of sidings, switches, etc., | .480 " |
| Total, computed as single track, | 7.010 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 2.550 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Shelburne and Colrain.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

SHELBURNE FALLS & COLRAIN STREET RAILWAY COMPANY,
SHELBURNE FALLS, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles A. Marcy, *President*, Colrain, Mass. Francis J. Canedy, *Vice-President*, Shelburne Falls, Mass. Wilfred S. Ball, *Treasurer and Clerk of Corporation*, Shelburne Falls, Mass. Dana Malone, *General Counsel*, Greenfield, Mass. A. Byron Smith, *Superintendent*, Shelburne Falls, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles A. Marcy, Colrain, Mass. Lorenzo Griswold, Griswoldville, Mass. Edwin Baker, Shelburne Falls, Mass. Herbert Newell, Shelburne Falls, Mass. Francis J. Canedy, Shelburne Falls, Mass. Freeman L. Davenport, Shelburne Falls, Mass. Juan C. Wood, Shelburne Falls, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES A. MARCY,
F. J. CANEDY,
H. NEWELL,
LORENZO GRISWOLD,
J. C. WOOD,
EDWIN BAKER,
F. L. DAVENPORT,

Directors.

WILFRED S. BALL,

Treasurer.

A. BYRON SMITH,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

FRANKLIN, ss. OCT. 17, 1905. Then personally appeared the above-named Charles A. Marcy, F. J. Canedy, H. Newell, Lorenzo Griswold, J. C. Wood, Edwin Baker, F. L. Davenport, Wilfred S. Ball and A. Byron Smith, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

G. W. JENKS,
Justice of the Peace.

REPORT

OF THE

SOMERVILLE HORSE RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

[Leased to and operated by the Boston Elevated.]

| GENERAL EXHIBIT FOR THE YEAR. | | |
|---|--------------|--------------|
| Rental received from lease of railway, | | \$9,180 00 |
| Dividends declared (6 per cent), | | \$9,180 00 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1905. | | |
| ASSETS. | | DR. |
| Cost of railway, | | \$153,000 00 |
| TOTAL, | | \$153,000 00 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$153,000 00 |
| TOTAL, | | \$153,000 00 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$153,000 00 | |
| Capital stock authorized by votes of company, | 153,000 00 | |
| Capital stock issued and outstanding, | | \$153,000 00 |
| Number of shares issued and outstanding, | 3,060 | |
| Number of stockholders, | 5 | |
| Number of stockholders in Massachusetts, | 5 | |
| Amount of stock held in Massachusetts, | \$153,000 00 | |
| RAILWAY OWNED. | | |
| Length of railway line, | | 6.356 miles. |
| Length of second main track, | | 1.424 " |
| Total length of main track, | | 7.780 " |
| Length of sidings, switches, etc., | | .253 " |
| Total, computed as single track, | | 8.033 " |

Names of the several cities and towns in which the railway owned by the company is located: Somerville.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

SOMERVILLE HORSE RAILROAD COMPANY,
SULLIVAN SQUARE TERMINAL, CHARLESTOWN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William Hooper, *President*, 101 Milk Street, Boston, Mass. John H. Studley,
Treasurer and Clerk of Corporation, Sullivan Square, Charlestown, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William Hooper, Manchester, Mass. George C. Travis, Newton, Mass.
Daniel L. Prendergast, Brookline, Mass. Albert J. Holley, Everett, Mass.
John H. Studley, Malden, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WILLIAM HOOPER,
GEORGE C. TRAVIS,
DANIEL L. PRENDERGAST,
ALBERT J. HOLLEY,
JOHN H. STUDLEY,
JOHN H. STUDLEY,
Directors.
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 13, 1905. Then personally appeared the above-named William Hooper, George C. Travis, Daniel L. Prendergast, Albert J. Holley and John H. Studley, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GUSTAF A. DANIELSON,
Justice of the Peace.

REPORT

OF THE

SOUTHBRIDGE & STURBRIDGE STREET RAILWAY COMPANY

FOR THE PERIOD ENDING DECEMBER 31, 1904.

[Consolidated with the Worcester & Southbridge December 31, 1904.]

| GENERAL EXHIBIT FOR THE PERIOD. | |
|---|-------------|
| Gross earnings from operation, | \$7,446 48 |
| Operating expenses, | 6,493 59 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$952 89 |
| Charges upon income accrued during the period : | |
| Interest on funded debt, | \$750 00 |
| Interest and discount on unfunded debts and loans, | 324 99 |
| Taxes, commutation, | 511 80 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 1,586 79 |
| Deficit for the period ending December 31, 1904, | \$633 90 |
| Amount of surplus September 30, 1904, | 16,590 10 |
| TOTAL SURPLUS DECEMBER 31, 1904, | \$15,956 20 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$6,717 90 |
| Receipts from carriage of mails, | 89 18 |
| Receipts from carriage of express and parcels, | 6 90 |
| Receipts from tolls for use of tracks by other companies, | 552 00 |
| Receipts from rentals of buildings and other property, | 43 00 |
| Receipts from advertising in cars, | 37 50 |
| GROSS EARNINGS FROM OPERATION, | \$7,446 48 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$40 00 |
| General office expenses and supplies, | 2 15 |
| Insurance, | 63 22 |
| Other general expenses, | 58 30 |

| | |
|--|-------------------|
| Maintenance of roadway and buildings : | |
| Repair of roadbed and track, | \$440 93 |
| Repair of electric line construction, | 4 20 |
| Repair of buildings, | 4 71 |
| Maintenance of equipment : | |
| Repair of cars and other vehicles, | 336 21 |
| Repair of electric equipment of cars, | 308 68 |
| Transportation expenses : | |
| Cost of electric motive power, | 2,652 06 |
| Wages and compensation of persons employed in conducting transportation, | 2,545 40 |
| Removal of snow and ice, | 37 73 |
| TOTAL OPERATING EXPENSES, | \$6,493 59 |

PROPERTY ACCOUNTS.

| | |
|---|-----------------|
| Additions to permanent property : pleasure resorts, . . . | \$125 00 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . | \$125 00 |

GENERAL BALANCE SHEET DECEMBER 31, 1904.

| ASSETS. | | Dr. |
|--|-------------|---------------------|
| Cost of railway : | | |
| Roadbed and tracks, | \$92,650 88 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 24,981 58 | |
| Engineering and other expenses incident to construction, | 3,000 00 | |
| TOTAL COST OF RAILWAY OWNED, | | \$120,632 46 |
| Cost of equipment : cars and other rolling stock and vehicles, | | 22,544 41 |
| Cost of land and buildings : | | |
| Land necessary for operation of railway, | \$610 00 | |
| Electric power stations, including equipment, | 4,232 88 | |
| Other buildings necessary for operation of railway, | 5,001 08 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, . . . | | 9,843 96 |
| Other permanent property : | | |
| Pleasure resort, | \$5,437 06 | |
| Tenement property, | 3,000 00 | |
| TOTAL COST OF OTHER PERMANENT PROPERTY OWNED, . . . | | 8,437 06 |
| TOTAL PERMANENT INVESTMENTS, | | \$161,457 89 |
| Cash and current assets : | | |
| Cash, | \$3,082 01 | |
| Bills and accounts receivable, | 473 68 | |
| Other cash and current assets : | | |
| Prepaid insurance, | 105 38 | |
| Bank deposits, account coupons, | 1,500 00 | |
| TOTAL CASH AND CURRENT ASSETS, | | 5,161 07 |
| TOTAL, | | \$166,618 96 |

| LIABILITIES. | | | | | | | | Cr. | |
|--|--|--|--|--|--|--|--|-------------|--------------|
| Capital stock, | | | | | | | | | \$60,000 00 |
| Funded debt, | | | | | | | | | 60,000 00 |
| Current liabilities: | | | | | | | | | |
| Loans and notes payable, | | | | | | | | \$26,000 00 | |
| Audited vouchers and accounts, | | | | | | | | 1,419 25 | |
| Matured interest coupons unpaid (including coupons due October 1), | | | | | | | | 1,500 00 | |
| TOTAL CURRENT LIABILITIES, | | | | | | | | | 28,919 25 |
| Accrued liabilities: | | | | | | | | | |
| Interest accrued and not yet due, | | | | | | | | \$704 15 | |
| Taxes accrued and not yet due, | | | | | | | | 1,039 36 | |
| TOTAL ACCRUED LIABILITIES, | | | | | | | | | 1,743 51 |
| Profit and loss balance (surplus), | | | | | | | | | 15,956 20 |
| TOTAL, | | | | | | | | | \$166,618 96 |
| CAPITAL STOCK. | | | | | | | | | |
| Capital stock authorized by law, | | | | | | | | \$60,000 00 | |
| Capital stock authorized by votes of company, | | | | | | | | 60,000 00 | |
| Capital stock issued and outstanding, | | | | | | | | | \$60,000 00 |
| Number of shares issued and outstanding, | | | | | | | | 600 | |
| Number of stockholders, | | | | | | | | 7 | |
| Number of stockholders in Massachusetts, | | | | | | | | 1 | |
| Amount of stock held in Massachusetts, | | | | | | | | \$100 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Period. |
|---------------------------------|-------------------|-------------------|---------------------|----------------------------------|
| First mortgage bonds, | Per Cent. 5 | Jan. 1, 1917, . | \$60,000 00 | \$750 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the period, | 135,034 |
| Number carried per mile of main railway track operated, | 17,791 |
| Number of car miles run, | 48,687 |
| Average number of persons employed, | 15 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Total Passen- ger Cars. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|---------------------------------|---------------|----------------------------|---------------------------|------------------------------------|-------------------|
| CARS—PASSENGER SERVICE. | | | | | | |
| Box passenger cars, | 5 | 1 | 6 | 6 | 6 | 10 |
| Open passenger cars, | 5 | — | 5 | 5 | — | 10 |
| TOTAL, | 10 | 1 | 11 | 11 | 6 | 20 |
| CARS—OTHER SERVICE. | | | | | | |
| Work cars, | — | 1 | — | — | — | — |
| Snow ploughs, | — | 1 | — | — | — | — |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|--------------|
| Length of railway line, | 7.590 miles. |
| Length of sidings, switches, etc., | .400 “ |
| Total, computed as single track, | 7.990 “ |

Names of the several cities and towns in which the railways operated by the company are located: Southbridge and Sturbridge.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

SOUTHBRIDGE & STURBRIDGE STREET RAILWAY COMPANY,
NEW HAVEN, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

F. S. Curtis, *President*, Boston, Mass. A. S. May, *Treasurer*, New Haven, Conn. John G. Parker, *Clerk of Corporation*, New Haven, Conn. S. Anderson, *General Manager*, Putnam, Conn. Leavenworth Wheeler, *Superintendent*, Charlton City, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

F. S. Curtis, Boston, Mass. C. S. Mellen, New Haven, Conn. Geo. J. Brush, New Haven, Conn. Edwin Milner, Moosup, Conn. Charles F. Brooker, Ansonia, Conn. E. H. McHenry, New Haven, Conn. F. W. Cheney, South Manchester, Conn.

We hereby certify that the statements contained in the foregoing report are full, just and true.

C. S. MELLEN,
FAYETTE S. CURTIS,
GEO. J. BRUSH,
E. H. McHENRY,
A. S. MAY,

Directors.
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, NOV. 28, 1905. Then personally appeared the above-named Fayette S. Curtis, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, GEO. B. PHIPPEN,
Justice of the Peace.

STATE OF CONNECTICUT.

CITY AND COUNTY OF NEW HAVEN, ss. NOV. 29, 1905. Then personally appeared the above-named C. S. Mellen, George J. Brush, E. H. McHenry and A. S. May, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HARRY A. FABIAN,
Notary Public.

REPORT

OF THE

SOUTH MIDDLESEX STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

[Railway in hands of a receiver.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$70,812 30 |
| Operating expenses, | 53,724 53 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$17,087 77 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$5,000 00 |
| Interest and discount on unfunded debts and loans, | 6,704 79 |
| Taxes, State and local, | \$1,091 05 |
| Taxes, commutation, | 1,382 74 |
| | 2,473 79 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . | 14,178 58 |
| Surplus for the year ending September 30, 1905, | \$2,909 19 |
| Amount of deficit September 30, 1904, | 16,951 83 |
| TOTAL DEFICIT SEPTEMBER 30, 1905, | \$14,042 64 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$69,699 37 |
| Receipts from carriage of mails, | 200 00 |
| Receipts from tolls for use of tracks by other companies, . . | 71 81 |
| Receipts from rentals of buildings and other property, . . | 520 90 |
| Receipts from advertising in cars, | 283 32 |
| Receipts from interest on deposits, | 6 90 |
| Other earnings from operation: other sources, | 30 00 |
| GROSS EARNINGS FROM OPERATION, | \$70,812 30 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$2,187 96 |
| General office expenses and supplies, | 1,077 28 |
| Insurance, | 1,689 53 |
| Other general expenses: storeroom expense, | 205 21 |

| | |
|--|--------------------|
| Maintenance of roadway and buildings : | |
| Repair of roadbed and track, | \$944 21 |
| Repair of electric line construction, | 828 75 |
| Repair of buildings, | 107 06 |
| Maintenance of equipment : | |
| Repair of cars and other vehicles, | 4,323 64 |
| Repair of electric equipment of cars, | 3,000 04 |
| Renewal of horses, harnesses, shoeing, etc., and provender and stabling for horses, | 72 06 |
| Transportation expenses : | |
| Cost of electric motive power, \$21,646.14; less power sold, \$6,756 48; net, | 14,889 66 |
| Wages and compensation of persons employed in conduct- ing transportation, | 19,307 97 |
| Removal of snow and ice, | 958 32 |
| Damages for injuries to persons and property, | 3,484 95 |
| Tolls for trackage over other railways, | 3 20 |
| Rentals of buildings and other property, | 611 72 |
| Other transportation expenses : miscellaneous shop expense, | 32 97 |
| TOTAL OPERATING EXPENSES, | \$53,724 53 |

PROPERTY ACCOUNTS.

| | |
|--|--------------------|
| Additions to railway: new construction under contract, not completed, | \$85,289 52 |
| Additions to equipment : | |
| Shop tools and machinery, | \$82 09 |
| Furniture and fixtures, | 8 82 |
| Air brake equipment, etc., | 1,086 20 |
| TOTAL ADDITIONS TO EQUIPMENT, | 1,177 11 |
| Additions to land and buildings : | |
| Additional equipment of power stations, | \$500 20 |
| New buildings necessary for operation of railway, car barn, Hopkinton, | 11,201 26 |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | 11,701 46 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$98,168 09 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts) : two cars and electric equipment of same, | 1,047 55 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | \$97,120 54 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | DR. |
|---|---------------------|
| Cost of railway : | |
| Roadbed and tracks, | \$219,954 80 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 63,861 42 |
| Engineering and other expenses incident to construction, | 3,591 68 |
| TOTAL COST OF RAILWAY OWNED, | \$287,407 90 |

| | | |
|---|--------------|--------------|
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, and electric equipment of same, . . . | \$79,770 25 | |
| Shop tools and machinery, | 82 09 | |
| Other items of equipment: office furniture and fixtures, | 518 25 | |
| TOTAL COST OF EQUIPMENT OWNED, | | \$80,370 59 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, . . | \$5,882 00 | |
| Electric power stations, including equip- ment, | 94,307 75 | |
| Other buildings necessary for operation of railway, | 44,551 58 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 144,741 33 |
| Other permanent property: West Natick pavilion, | | 500 00 |
| TOTAL PERMANENT INVESTMENTS, | | \$513,019 82 |
| Cash and current assets: | | |
| Cash, | \$8,610 84 | |
| Bills and accounts receivable, | 3,954 88 | |
| Sinking and other special funds, | 8,351 50 | |
| TOTAL CASH AND CURRENT ASSETS, | | 20,917 22 |
| Miscellaneous assets: materials and supplies, | | 10,917 33 |
| Profit and loss balance (deficit), | | 14,042 64 |
| TOTAL, | | \$558,897 01 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$100,000 00 |
| Funded debt, | | 100,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$282,672 20 | |
| Audited vouchers and accounts, | 67,039 98 | |
| Matured interest coupons unpaid (including coupons due October 1), | 833 33 | |
| TOTAL CURRENT LIABILITIES, | | 350,545 51 |
| Sinking and other special funds, | | 8,351 50 |
| TOTAL, | | \$558,897 01 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$100,000 00 | |
| Capital stock authorized by votes of company, | 100,000 00 | |
| Capital stock issued and outstanding, | | \$100,000 00 |
| Number of shares issued and outstanding, | 1,000 | |
| Number of stockholders, | 40 | |
| Number of stockholders in Massachusetts, | 38 | |
| Amount of stock held in Massachusetts, | \$99,400 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|-------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 5 | Feb. 1, 1915, . | \$100,000 00 | \$5,000 00 |

SINKING AND OTHER SPECIAL FUNDS.

| | |
|---|------------|
| Amount September 30, 1904, of sinking fund, | \$8,351 50 |
| TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1905, | \$8,351 50 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 1,408,219 |
| Number carried per mile of main railway track operated, . | 94,082 |
| Number of car miles run, | 328,025 |
| Average number of persons employed, | 44 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 13 | 13 | 13 | - |
| Open passenger cars, | 6 | 6 | - | - |
| TOTAL, | 19 | 19 | 13 | 54 |
| CARS — OTHER SERVICE. | | | | |
| Work cars, | 1 | - | - | - |
| Snow ploughs, | 3 | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Railway rolling stock: snow levellers, | 2 |
| Highway vehicles: tower wagon, | 1 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over Other Railways. | Total Owned, etc. |
|--|------------------|-------------------------------------|-------------------------|
| Length of railway line, | Miles. 13.074 | Miles. .169 | Miles. 13.243 |
| Length of second main track, | 1.725 | - | 1.725 |
| TOTAL LENGTH OF MAIN TRACK, | 14.799 | .169 | 14.968 |
| Length of sidings, switches, etc., | 1.155 | - | 1.155 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 15.954 | .169 | 16.123 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|------------|
| Length of railway line, | .107 mile. |
|-----------------------------------|------------|

Names of the several cities and towns in which the railways operated by the company are located: Ashland, Framingham, Hopkinton, Natick and Sherborn.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (5 in number), viz.:— | | |
| With New York, New Haven & Hartford Railroad, at Waverly Street, Framingham, | 2 | 1 |
| With Boston & Albany Railroad, at Waverly Street, Framingham, | 1 | 1 |
| With Boston & Albany Railroad, at Waverly Street, Framingham, | 1 | 1 |
| With Boston & Albany Railroad, at Waverly Street, Framingham, | 1 | 1 |
| With New York, New Haven & Hartford Railroad, at Ashland, | 1 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 6 | 5 |

Number of above crossings at which *frogs* are inserted in the tracks, 5

GENERAL REMARKS AND EXPLANATIONS.

Railway is being operated by N. Sumner Myrick, receiver, since May 6, 1903.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | 13 | - | 13 |
| Employees, | - | - | - | 3 | - | 3 |
| Other persons, | - | - | - | 1 | - | 1 |
| TOTALS, | - | - | - | 17 | - | 17 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

SOUTH MIDDLESEX STREET RAILWAY COMPANY,
BARRISTERS' HALL, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

N. Sumner Myrick, *President, General Counsel and Receiver*, Barristers' Hall, Boston, Mass. J. J. Valentine, *Treasurer*, South Framingham, Mass. F. P. Quackenbush, *Superintendent*, Natick, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Clifford M. Brewer, Medford, Mass. Francis Bigelow, Natick, Mass. H. H. Whitney, Natick, Mass. John M. Fiske, Natick, Mass. Warren A. Bird, Natick, Mass. Roscoe R. Stover, Boston, Mass. Reginald Bradlee, Medford, Mass. Daniel W. Weeks, Medford, Mass. N. Sumner Myrick, Wellesley, Mass.

I hereby certify that the statements contained in the foregoing report are full, just and true.

N. SUMNER MYRICK,
Receiver.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. JAN. 9, 1906. Then personally appeared the above-named N. Sumner Myrick, receiver, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

CHARLES E. BAGLEY,
Justice of the Peace.

REPORT

OF THE

SPRINGFIELD STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|----------------|
| Gross earnings from operation, | \$1,013,395 47 |
| Operating expenses, | 719,335 33 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$294,060 14 |
| Charges upon income accrued during the year : | |
| Interest on funded debt, | \$59,977 78 |
| Interest and discount on unfunded debts and loans, | 11,581 50 |
| Taxes, State and local, | \$57,784 12 |
| Taxes, commutation, | 22,543 42 |
| | 80,327 54 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . | 151,886 82 |
| NET DIVISIBLE INCOME, | \$142,173 32 |
| Dividends declared (8 per cent), | 156,672 00 |
| Deficit for the year ending September 30, 1905, | \$14,498 68 |
| Amount of surplus September 30, 1904, | 146,211 09 |
| Credits to profit and loss account during the year : adjustment of materials and supplies inventory, | \$28,063 65 |
| Debits to profit and loss account during the year : discount on bonds sold, | 2,750 00 |
| NET AMOUNT CREDITED TO PROFIT AND LOSS, | 25,313 65 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$157,026 06 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$999,492 88 |
| Receipts from carriage of mails, | 1,858 14 |
| Receipts from carriage of express and parcels, | 184 34 |
| Receipts from carriage of freight, | 394 20 |
| Receipts from rentals of buildings and other property, . . | 2,592 29 |
| Receipts from advertising in cars, | 3,300 00 |
| Receipts from interest on deposits, | 2,532 65 |
| Other earnings from operation : rent of equipment, \$2,122.45 ; miscellaneous, \$918.52, | 3,040 97 |
| GROSS EARNINGS FROM OPERATION, | \$1,013,395 47 |

| EXPENSES OF OPERATION. | |
|--|---------------------|
| General expenses: | |
| Salaries of general officers and clerks, | \$24,842 45 |
| General office expenses and supplies, | 2,154 95 |
| Legal expenses, | 5,034 48 |
| Insurance, | 6,508 07 |
| Other general expenses: incidental expense, | 5,901 00 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 65,421 58 |
| Repair of electric line construction, | 15,188 17 |
| Repair of buildings, | 5,278 73 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 58,754 54 |
| Repair of electric equipment of cars, | 55,903 71 |
| Renewal of horses, harnesses, shoeing, etc., | 448 83 |
| Transportation expenses: | |
| Cost of electric motive power, \$136,409.16; less power sold, \$6; net, | 136,403 16 |
| Wages and compensation of persons employed in conducting transportation, | 263,605 02 |
| Removal of snow and ice, | 13,445 77 |
| Damages for injuries to persons and property, | 46,492 92 |
| Other transportation expenses: miscellaneous, | 13,951 95 |
| TOTAL OPERATING EXPENSES, | \$719,335 33 |

| PROPERTY ACCOUNTS. | |
|--|--------------------|
| Additions to railway: | |
| Extension of tracks, | \$20,350 90 |
| New electric line construction, | 237 20 |
| TOTAL ADDITIONS TO RAILWAY, | \$20,588 10 |

| GENERAL BALANCE SHEET SEPTEMBER 30, 1905. | |
|--|-----------------------|
| ASSETS. | DR. |
| Cost of railway: | |
| Roadbed and tracks, | \$1,485,104 29 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 228,438 15 |
| Engineering and other expenses incident to construction, | 1,110 00 |
| Other items of railway cost: block signals, \$17,165 15; underground wires and conduits, \$262,524.88, | 279,690 03 |
| TOTAL COST OF RAILWAY OWNED, | \$1,994,342 47 |
| Cost of equipment: | |
| Cars and other rolling stock and vehicles, | \$645,464 29 |
| Horses, | 1,750 00 |
| Other items of equipment: sundry, | 15,049 90 |
| TOTAL COST OF EQUIPMENT OWNED, | 662,264 19 |
| Cost of land and buildings: | |
| Land necessary for operation of railway, | \$389,484 30 |
| Electric power stations, including equipment, | 737,769 41 |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | 1,127,253 71 |
| TOTAL PERMANENT INVESTMENTS, | \$3,783,860 37 |

| | | | |
|---|----------------|------------|-----------------------|
| Cash and current assets : | | | |
| Cash, | \$55,415 94 | | |
| Bills and accounts receivable, | 4,298 03 | | |
| Other cash and current assets : | | | |
| Bank deposit account coupons, | 30,500 00 | | |
| Prepaid accounts, | 13,782 04 | | |
| TOTAL CASH AND CURRENT ASSETS, | | | \$103,996 01 |
| Miscellaneous assets : | | | |
| Materials and supplies, | \$66,820 77 | | |
| Other assets and property : conductors' sav- ings bank deposits, | 8,200 00 | | |
| TOTAL MISCELLANEOUS ASSETS, | | | 75,020 77 |
| TOTAL, | | | \$3,962,877 15 |
| LIABILITIES. | | CR. | |
| Capital stock, | | | \$1,958,400 00 |
| Funded debt, | | | 1,500,000 00 |
| Current liabilities : | | | |
| Loans and notes payable, | \$192,000 00 | | |
| Audited vouchers and accounts, | 87,873 41 | | |
| Matured interest coupons unpaid (including coupons due October 1), | 30,500 00 | | |
| Miscellaneous current liabilities : conductors' savings bank deposits, | 8,200 00 | | |
| TOTAL CURRENT LIABILITIES, | | | 318,573 41 |
| Accrued liabilities : | | | |
| Interest accrued and not yet due, | \$1,287 78 | | |
| Taxes accrued and not yet due, | 22,617 90 | | |
| Miscellaneous accrued liabilities : street sprinkling, | 1,833 34 | | |
| TOTAL ACCRUED LIABILITIES, | | | 25,739 02 |
| Sinking and other special funds : suspense account, | | | 3,138 66 |
| Profit and loss balance (surplus), | | | 157,026 06 |
| TOTAL, | | | \$3,962,877 15 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$1,958,400 00 | | |
| Capital stock authorized by votes of company, | 1,958,400 00 | | |
| Capital stock issued and outstanding, | | | \$1,958,400 00 |
| Number of shares issued and outstanding, | 19,584 | | |
| Number of stockholders, | 22 | | |
| Number of stockholders in Massachusetts, | 16 | | |
| Amount of stock held in Massachusetts, | \$228,100 00 | | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|----------------------|----------------------|------------------------|--------------------------------------|
| First mortgage bonds, | Per Cent. 4 | April 1, 1923, | \$1,500,000 00 | \$59,977 78 |

SINKING AND OTHER SPECIAL FUNDS.

| | |
|---|--------------|
| Amount September 30, 1904, of reserve fund, | \$100,000 00 |
| Deductions during the year from reserve fund, | \$100,000 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|------------|
| Number of passengers paying revenue carried during the year, | 20,093,967 |
| Number carried per mile of main railway track operated, | 230,920 |
| Number of car miles run, | 4,806,894 |
| Average number of persons employed, | 500 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|---------------------------------|------------------|---------------------------|------------------------------------|-------------------|
| CARS—PASSENGER SERVICE. | | | | | |
| Box passenger cars, | 107 | - | 107 | 107 | - |
| Open passenger cars, | 120 | - | 120 | - | - |
| TOTAL, | 227 | - | 227 | 107 | 650 |
| CARS—OTHER SERVICE. | | | | | |
| Box freight cars, | 9 | - | - | - | - |
| Platform freight cars, | 4 | 5 | - | - | - |
| TOTAL, | 13 | 5 | - | - | - |
| Snow ploughs, | 1 | 23 | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|--|----|
| Carts and snow sleds, | 2 |
| Other highway vehicles: 1 buggy, 1 double wagon, 3 single express wagons, 3 tower wagons, 1 sleigh, | 9 |
| Horses, | 10 |
| Other items of equipment: 2 lathes, 1 wheel press, 1 upright drill, 1 boring mill, 1 field spool winder, 1 armature coil winder, 1 retaping machine, 1 armature coil taping ma- chine, 1 10-horse-power stationary motor, shafting, pul- leys, belts, etc. | |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 64.914 miles. |
| Length of second main track, | 22.103 " |
| Total length of main track, | 87.017 " |
| Length of sidings, switches, etc., | 6.729 " |
| Total, computed as single track, | 93.746 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 3.237 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Springfield, West Springfield, Chicopee, Longmeadow, East Longmeadow and Agawam.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (3 in number), viz.: — | | |
| With New York, New Haven & Hartford Railroad at Boston Road, | 1 | 1 |
| With New York, New Haven & Hartford Railroad at Wilbraham Road, | 1 | 1 |
| With spur track, Chapman Valve Manufacturing Company, at Indian Orchard, used once a day for freight only, Boston & Albany Railroad, | 1 | 2 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 3 | 4 |

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 33 | 1 | 58 | 1 | 91 |
| Employees, | - | 14 | - | 21 | - | 35 |
| Other persons, | - | 1 | 3 | 67 | 3 | 68 |
| TOTALS, | - | 48 | 4 | 146 | 4 | 194 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

SPRINGFIELD STREET RAILWAY COMPANY,

SPRINGFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

C. S. Mellen, *President*, New Haven, Conn. Wm. Skinner, *First Vice-President*, Holyoke, Mass. H. M. Kochersperger, *Second Vice-President*, New Haven, Conn. A. S. May, *Treasurer*, New Haven, Conn. John G. Parker, *Clerk of Corporation*, New Haven, Conn. H. W. Ely, *General Counsel*, Westfield, Mass. C. L. Campbell, *Auditor*, Hartford, Conn. H. C. Page, *General Manager*, Springfield, Mass. Geo. F. Reed, *Superintendent*, Springfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frederick Harris, Springfield, Mass. A. Willard Damon, Springfield, Mass. James J. Storrow, Boston, Mass. Charles S. Mellen, New Haven, Conn. D. Newton Barney, Farmington, Conn. Wm. Skinner, Holyoke, Mass. Charles F. Brooker, Ansonia, Conn.

We hereby certify that the statements contained in the foregoing report are full, just and true.

C. S. MELLEN,
WILLIAM SKINNER,
FREDERICK HARRIS,
A. WILLARD DAMON,
Directors.
A. S. MAY,
Treasurer.
H. C. PAGE,
General Manager.

STATE OF CONNECTICUT.

COUNTY OF NEW HAVEN, SS. Nov. 3, 1905. Then personally appeared the above-named C. S. Mellen and A. S. May, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR W. BOWMAN,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. Nov. 6, 1905. Then personally appeared the above-named Frederick Harris and A. Willard Damon, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

PERCY S. GATES,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. Nov. 14, 1905. Then personally appeared the above-named William Skinner and H. C. Page, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

H. L. OSGOOD,
Justice of the Peace.

REPORT

OF THE

SPRINGFIELD & EASTERN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|--------------|
| Gross earnings from operation, | \$106,949 06 |
| Operating expenses, | 67,936 62 |
| NET EARNINGS FROM OPERATION, | \$39,012 44 |
| Miscellaneous income: | |
| Forest Lake Park, | \$7,372 27 |
| Weighing and gum machines, | 26 26 |
| TOTAL MISCELLANEOUS INCOME, | 7,398 53 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$46,410 97 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$16,500 00 |
| Interest and discount on unfunded debts and loans, | 2,122 49 |
| Taxes, State and local, | 7,505 28 |
| Other deductions from income: Forest Lake Park, | 9,481 83 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 35,609 60 |
| Surplus for the year ending September 30, 1905, | \$10,801 37 |
| Amount of surplus September 30, 1904, | 16,764 71 |
| Debits to profit and loss account during the year: to adjust ticket account, | 130 69 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$27,435 39 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$106,253 70 |
| Receipts from carriage of mails, | 520 36 |
| Receipts from advertising in cars, | 175 00 |
| GROSS EARNINGS FROM OPERATION, | \$106,949 06 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$2,695 01 |
| General office expenses and supplies, | 1,846 41 |
| Legal expenses, | 28 00 |

| | | |
|--|--|--------------------|
| General expenses — <i>Concluded.</i> | | |
| Insurance, | | \$3,091 68 |
| Other general expenses: | | |
| Advertising and attractions, | | 1,002 29 |
| Directors' fees, | | 180 00 |
| Maintenance of roadway and buildings: | | |
| Repair of roadbed and track, | | 4,057 60 |
| Repair of electric line construction, | | 2,028 37 |
| Repair of buildings, | | 336 08 |
| Maintenance of equipment: | | |
| Repair of cars and other vehicles, | | 3,885 34 |
| Repair of electric equipment of cars, | | 2,683 70 |
| Transportation expenses: | | |
| Cost of electric motive power, | | 22,286 15 |
| Wages and compensation of persons employed in conducting transportation, | | 20,118 95 |
| Removal of snow and ice, | | 1,906 01 |
| Damages for injuries to persons and property, | | 811 50 |
| Rentals of buildings and other property, | | 354 00 |
| Other transportation expenses: | | |
| Car service supplies, | | 470 69 |
| Miscellaneous car service expenses, | | 154 84 |
| TOTAL OPERATING EXPENSES, | | \$67,936 62 |

PROPERTY ACCOUNTS.

| | | |
|---|----------|-------------------|
| Additions to railway: new signals and separation of grades (Boston & Albany and Central Vermont Railway at Wire Mill Crossing), | | \$4,299 02 |
| Additions to equipment: additions to equipment of cars, | | 232 10 |
| Additions to land and buildings: | | |
| Additional equipment of power stations, | \$110 90 | |
| New buildings necessary for operation of railway, | | 172 05 |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | | 282 95 |
| Additions to other permanent property: Forest Lake Park property, | | 917 15 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$5,731 22 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| | ASSETS. | DR. |
|--|--------------|---------------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$372,984 57 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 129,532 39 | |
| Engineering and other expenses incident to construction, | 3,145 60 | |
| Other items of railway cost: right of way, | 6,138 87 | |
| TOTAL COST OF RAILWAY OWNED, | | \$511,801 43 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$89,797 47 | |
| Electric equipment of same, | 20,643 82 | |
| Other items of equipment: ploughs, | 8,696 14 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 119,137 43 |

| | | |
|--|--------------|--------------|
| Cost of land and buildings : | | |
| Land necessary for operation of railway, | \$1,216 24 | |
| Electric power stations, including equipment, | 81,507 09 | |
| Other buildings necessary for operation of railway, | 8,833 80 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | \$91,557 13 |
| Other permanent property : Forest Lake Park property, | | 28,614 91 |
| TOTAL PERMANENT INVESTMENTS, | | \$751,110 90 |
| Cash and current assets : | | |
| Cash, | \$16,466 82 | |
| Bills and accounts receivable, | 1,598 89 | |
| Other cash and current assets : personal property, | 1,289 17 | |
| TOTAL CASH AND CURRENT ASSETS, | | 19,354 88 |
| Miscellaneous assets : | | |
| Materials and supplies, | \$3,144 81 | |
| Other assets and property : unexpired insurance, | 2,662 26 | |
| TOTAL MISCELLANEOUS ASSETS, | | 5,807 07 |
| TOTAL, | | \$776,272 85 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$370,000 00 |
| Funded debt, | | 330,000 00 |
| Current liabilities : | | |
| Loans and notes payable, | \$35,000 00 | |
| Audited vouchers and accounts, | 4,766 81 | |
| Matured interest coupons unpaid (including coupons due October 1), | 4,125 00 | |
| Miscellaneous current liabilities : tickets sold but not redeemed, | 271 10 | |
| TOTAL CURRENT LIABILITIES, | | 44,162 91 |
| Accrued liabilities : | | |
| Interest accrued and not yet due, | \$290 27 | |
| Taxes accrued and not yet due, | 4,384 28 | |
| TOTAL ACCRUED LIABILITIES, | | 4,674 55 |
| Profit and loss balance (surplus), | | 27,435 39 |
| TOTAL, | | \$776,272 85 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$370,000 00 | |
| Capital stock authorized by votes of company, | 370,000 00 | |
| Capital stock issued and outstanding, | | \$370,000 00 |
| Number of shares issued and outstanding, | 3,700 | |
| Number of stockholders, | 112 | |
| Number of stockholders in Massachusetts, | 96 | |
| Amount of stock held in Massachusetts, | \$209,600 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|----------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage gold bonds, . . . | Per Cent. 5 | Jan. 1, 1922, . | \$330,000 00 | \$16,500 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 2,132,069 |
| Number carried per mile of main railway track operated, . | 75,142 |
| Number of car miles run, | 445,016 |
| Average number of persons employed, | 56 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|---------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | |
| Box passenger cars, | 13 | - | 13 | 13 | - |
| Open passenger cars, | 21 | - | 19 | - | - |
| TOTAL, | 34 | - | 32 | 13 | 102 |
| CARS — OTHER SERVICE. | | | | | |
| Work cars, | - | 1 | - | - | - |
| Other cars, | 1 | - | - | - | 2 |
| Snow ploughs, | 6 | - | - | - | 16 |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Railway rolling stock: walking plough, | 1 |
| Highway vehicles: tip cart, | 1 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 28.374 miles. |
| Length of sidings, switches, etc., | 2.178 " |
| Total, computed as single track, | 30.552 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 6.100 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Palmer, Monson, Ware and Wilbraham.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (1 in number), viz.:— With Ware River Branch, Boston & Albany Railroad, near Town House, | 1 | 1 |

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | 10 | - | 10 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | 2 | - | 2 |
| TOTALS, | - | - | - | 12 | - | 12 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

SPRINGFIELD & EASTERN STREET RAILWAY COMPANY,
PALMER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles F. Grosvenor, *President*, Palmer, Mass. Elbridge G. Hastings, *Vice-President*, Palmer, Mass. Arthur J. Purinton, *Treasurer*, *Clerk of Corporation and General Manager*, Palmer, Mass. Thomas W. Kenefick, *General Counsel*, Palmer, Mass. Frank S. Hunnewell, *Superintendent*, Palmer, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles F. Grosvenor, Palmer, Mass. Elbridge G. Hastings, Palmer, Mass. Hiram E. W. Clark, Thorndike, Mass. Elmer G. Childs, Bondsville, Mass. George C. Flynt, Monson, Mass. Henry M. Clark, Springfield, Mass. Allan W. Paige, Bridgeport, Conn. Fred T. Ley, Springfield, Mass. Arthur J. Purinton, Palmer, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHAS. F. GROSVENOR,
ELBRIDGE G. HASTINGS,
HIRAM E. W. CLARK,
A. J. PURINTON,
ELMER G. CHILDS,
GEO. C. FLYNT,
ALLAN W. PAIGE,
HENRY M. CLARK,
FRED T. LEY,

Directors.

ARTHUR J. PURINTON,

Treasurer.

A. J. PURINTON,

General Manager.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. OCT. 31, 1905. Then personally appeared the above-named Chas. F. Grosvenor, Elbridge G. Hastings, Hiram E. W. Clark, Elmer G. Childs, Geo. C. Flynt, Allan W. Paige, Henry M. Clark, Fred T. Ley, directors, and Arthur J. Purinton, director, treasurer and general manager of the Springfield & Eastern Street Railway Company, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ERNEST E. HOBSON,

Justice of the Peace.

REPORT

OF THE

RECEIVERS OF THE MIDDLEBOROUGH, WAREHAM &
BUZZARDS BAY STREET RAILWAY

FOR THE PERIOD ENDING DECEMBER 17, 1904.

[Purchased by the Taunton & Buzzards Bay Street Railway Company at receivers' sale.]

GENERAL EXHIBIT FOR THE PERIOD.

| | |
|--|------------|
| Gross earnings from operation, | \$8,725 50 |
| Operating expenses, | 10,773 58 |
| NET DEFICIT FROM OPERATION, | \$2,048 08 |

EARNINGS FROM OPERATION.

| | |
|--|------------|
| Receipts from passengers carried, | \$8,228 67 |
| Receipts from carriage of express and parcels, | 408 79 |
| Receipts from advertising in cars, | 58 22 |
| Receipts from interest on deposits, | 29 47 |
| Other earnings from operation: telephone, | 35 |
| GROSS EARNINGS FROM OPERATION, | \$8,725 50 |

EXPENSES OF OPERATION.

| | |
|--|-------------|
| General expenses: | |
| Salaries of general officers and clerks, and general office expenses and supplies, | \$880 72 |
| Legal expenses, | 118 47 |
| Insurance, | 389 70 |
| Maintenance of roadway and buildings: repair of roadbed and track, repair of electric line construction and repair of buildings, | 334 17 |
| Maintenance of equipment: repair of cars and other vehicles and repair of electric equipment of cars, | 280 64 |
| Transportation expenses: | |
| Cost of electric motive power, | 4,652 92 |
| Wages and compensation of persons employed in conducting transportation, | 2,884 51 |
| Removal of snow and ice, | 147 50 |
| Damages for injuries to persons and property, | 40 01 |
| Tolls for trackage over other railways, | 680 37 |
| Rentals of buildings and other property, | 364 57 |
| TOTAL OPERATING EXPENSES, | \$10,773 58 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

RECEIVERS OF THE MIDDLEBOROUGH, WAREHAM & BUZZARDS
BAY STREET RAILWAY COMPANY,
508 SEARS BUILDING, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF THE RECEIVERS.

John T. Burnett, Southborough, Mass. John L. Hall, Boston, Mass.

I hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN L. HALL,
Receiver.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. DEC. 4, 1905. Then personally appeared the above-named John L. Hall, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

JOSHUA M. SEARS,
Justice of the Peace.

REPORT

OF THE

TAUNTON & BUZZARDS BAY STREET RAILWAY COMPANY

FOR THE PERIOD ENDING SEPTEMBER 30, 1905.

[Operations from December 18, 1904. Purchaser of the Middleborough, Wareham & Buzzards Bay at receivers' sale.]

| GENERAL EXHIBIT FOR THE PERIOD. | |
|---|-------------|
| Gross earnings from operation, | \$39,677 72 |
| Operating expenses, | 36,758 68 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$2,919 04 |
| Charges upon income accrued during the period: | |
| Interest on funded debt, | \$5,881 13 |
| Interest and discount on unfunded debts and loans, | 1 16 |
| Taxes, State and local, | 133 58 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . | 6,015 87 |
| Deficit for the period ending September 30, 1905, | \$3,096 83 |
| Credits to profit and loss account during the period: claims acquired by purchase from receivers of Middleborough, Wareham & Buzzards Bay Street Railway Company, . . | 303 37 |
| TOTAL DEFICIT SEPTEMBER 30, 1905, | \$2,793 46 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$37,674 30 |
| Receipts from carriage of express and parcels, | 1,543 88 |
| Receipts from advertising in cars, | 200 54 |
| Other earnings from operation: advertising and junk, . . | 259 00 |
| GROSS EARNINGS FROM OPERATION, | \$39,677 72 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$2,242 13 |
| General office expenses and supplies, | 1,124 99 |
| Legal expenses, | 51 69 |
| Insurance, | 79 74 |
| Other general expenses: printing and general expense, . | 616 55 |

| | |
|--|--------------------|
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | \$118 30 |
| Repair of electric line construction, | 40 85 |
| Repair of buildings, | 95 83 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 305 66 |
| Repair of electric equipment of cars, | 688 01 |
| Transportation expenses: | |
| Cost of electric motive power, | 15,173 46 |
| Wages and compensation of persons employed in conducting transportation, | 11,377 42 |
| Removal of snow and ice, | 556 47 |
| Tolls for trackage over other railways, | 2,445 46 |
| Rentals of buildings and other property, | 1,262 65 |
| Other transportation expenses: miscellaneous shop expense, | 579 47 |
| TOTAL OPERATING EXPENSES, | \$36,758 68 |

PROPERTY ACCOUNTS.

| | |
|--|--------------------|
| Additions to railway: | |
| Extension of tracks (reconstruction), | \$3,782 34 |
| New electric line construction (reconstruction), | 269 54 |
| TOTAL ADDITIONS TO RAILWAY, | \$4,051 88 |
| Additions to equipment: | |
| Additional cars (11 in number), | \$8,650 00 |
| Electric equipment of same, | 6,350 00 |
| Other additional rolling stock and vehicles (reconstruction), | 5,827 69 |
| Other additions to equipment: tools and signals, etc., | 787 71 |
| TOTAL ADDITIONS TO EQUIPMENT, | 21,615 40 |
| Additions to land and buildings: new buildings necessary for operation of railway (reconstruction), | 20 13 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$25,687 41 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): eleven (11) cars and equipment, | 15,000 00 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE PERIOD, | \$10,687 41 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | DR. |
|--|---------------------|
| Cost of railway: | |
| Roadbed and tracks, | \$173,782 34 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 51,269 54 |
| TOTAL COST OF RAILWAY OWNED, | \$225,051 88 |

| | | |
|--|--------------|--------------|
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$46,618 05 | |
| Electric equipment of same, | 29,209 64 | |
| Other items of equipment: tools and signals, etc., | 787 71 | |
| TOTAL COST OF EQUIPMENT OWNED, | | \$76,615 40 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$1,000 00 | |
| Other buildings necessary for operation of railway, | 8,020 13 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 9,020 13 |
| TOTAL PERMANENT INVESTMENTS, | | \$810,687 41 |
| Cash and current assets: | | |
| Cash, | \$6,901 22 | |
| Bills and accounts receivable, | 5,566 51 | |
| Other cash and current assets: insurance (prepaid), | 651 51 | |
| TOTAL CASH AND CURRENT ASSETS, | | 13,119 24 |
| Profit and loss balance (deficit), | | 2,793 46 |
| TOTAL, | | \$326,600 11 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$150,000 00 |
| Funded debt, | | 150,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$26,250 00 | |
| Audited vouchers and accounts, | 226 90 | |
| TOTAL CURRENT LIABILITIES, | | 26,476 90 |
| Accrued liabilities: | | |
| Interest accrued and not yet due, | \$23 29 | |
| Taxes accrued and not yet due, | 99 92 | |
| TOTAL ACCRUED LIABILITIES, | | 123 21 |
| TOTAL, | | \$326,600 11 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$150,000 00 | |
| Capital stock authorized by votes of company, | 150,000 00 | |
| Capital stock issued and outstanding, | | \$150,000 00 |
| Number of shares issued and outstanding, | 1,500 | |
| Number of stockholders, | 8 | |
| Number of stockholders in Massachusetts, | 5 | |
| Amount of stock held in Massachusetts, | \$75,200 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Period. |
|-------------------------------|-------------------|-------------------|---------------------|----------------------------------|
| First mortgage bonds, | Per Cent. 5 | Oct. 1, 1921, . | \$150,000 00 | \$7,500 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|---|---------|
| Number of passengers paying revenue carried during the period, | 767,743 |
| Number carried per mile of main railway track operated, | 26,713 |
| Number of car miles run, | 221,449 |
| Average number of persons employed, | 35 |
| Company commenced operation December 18, 1904. | |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|------------------------------|---------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | |
| Box passenger cars, | 8 | - | 8 | 8 | 24 |
| Open passenger cars, | 17 | - | 17 | - | 32 |
| TOTAL, | 25 | - | 25 | 8 | 56 |
| CARS — OTHER SERVICE. | | | | | |
| Box freight cars, | 1 | - | - | - | 4 |
| Platform freight cars, | - | 2 | - | - | - |
| Other cars, | - | 1 | - | - | - |
| TOTAL, | 1 | 3 | - | - | 4 |
| Snow ploughs, | - | 3 | - | - | - |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over Other Railways. | Total Owned, etc. |
|--|--------|-------------------------------|-------------------|
| | Miles. | Miles. | Miles. |
| Length of railway line, | 21.451 | 4.012 | 25.463 |
| Length of second main track, | - | 3.277 | 3.277 |
| TOTAL LENGTH OF MAIN TRACK, | 21.451 | 7.289 | 28.740 |
| Length of sidings, switches, etc., | .813 | .188 | 1.001 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 22.264 | 7.477 | 29.741 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | Owned. | Operated. |
|--|--------|-----------|
| | Miles. | Miles. |
| Length of railway line, | 2.386 | 4.242 |
| Length of second main track, | - | 1.825 |
| TOTAL LENGTH OF MAIN TRACK, | 2.386 | 6.067 |

Names of the several cities and towns in which the railways operated by the company are located: Middleborough, Rochester, Wareham and Bourne.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (2 in number), viz.:— | | |
| With New York, New Haven & Hartford Railroad, a spur track, just east of Wareham Narrows Bridge, Wareham, Mass., . . . | 1 | 1 |
| With New York, New Haven & Hartford Railroad, at Bourne Station, Bourne, Mass., | 1 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 2 | 2 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

TAUNTON & BUZZARDS BAY STREET RAILWAY COMPANY,
TAUNTON MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John A. Arnold, *President*, Pawtucket, R. I. George H. Newhall, *Treasurer*, Providence, R. I. James W. Burke, *Clerk of Corporation*, Taunton, Mass. Arthur C. Ralph, *General Manager*, Taunton, Mass. Fred S. Smith, *Superintendent*, Middleborough, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John A. Arnold, Pawtucket, R. I. George H. Newhall, Providence, R. I. Frank C. Wood, East Boston, Mass. Charles A. Vialle, Boston, Mass. Edward P. Metcalf, Providence, R. I. Charles F. Choate, Jr., Southborough, Mass. James W. Burke, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN A. ARNOLD,
GEO. H. NEWHALL,
EDWARD P. METCALF,
FRANK C. WOOD,
CHAS A. VIALLE,
JAMES W. BURKE,
CHARLES F. CHOATE, JR.,
Directors.
ARTHUR C. RALPH,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 20, 1905. Then personally appeared the above-named John A. Arnold, George H. Newhall, Edward P. Metcalf, Frank C. Wood, Charles A. Vialle, Charles F. Choate, Jr., and Arthur C. Ralph, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JAMES W. BURKE,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 20, 1905. Then personally appeared the above-named James W. Burke, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

JOSHUA M. SEARS,
Justice of the Peace.

REPORT

OF THE

RECEIVERS OF THE BRISTOL COUNTY STREET RAILWAY

FOR THE PERIOD ENDING DECEMBER 17, 1904.

[Purchased by the Taunton & Pawtucket Street Railway Company at receivers' sale.]

| GENERAL EXHIBIT FOR THE PERIOD. | |
|--|------------|
| Gross earnings from operation, | \$7,943 23 |
| Operating expenses, | 8,968 70 |
| NET DEFICIT FROM OPERATION, | \$1,025 47 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$7,869 91 |
| Receipts from rentals of buildings and other property, . . | 14 50 |
| Receipts from advertising in cars, | 52 07 |
| Other earnings from operation: telephone, | 6 75 |
| GROSS EARNINGS FROM OPERATION, | \$7,943 23 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, and general office expenses and supplies, | \$382 59 |
| Legal expenses, | 84 29 |
| Maintenance of roadway and buildings: repair of roadbed and track, repair of electric line construction and repair of buildings, | 90 00 |
| Maintenance of equipment: repair of cars and other vehicles and repair of electric equipment of cars, | 583 46 |
| Transportation expenses: | |
| Cost of electric motive power, | 4,902 83 |
| Wages and compensation of persons employed in conducting transportation, | 2,451 41 |
| Removal of snow and ice, | 135 70 |
| Tolls for trackage over other railways, | 312 67 |
| Other transportation expenses: inspection, | 25 75 |
| TOTAL OPERATING EXPENSES, | \$8,968 70 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

RECEIVERS OF THE BRISTOL COUNTY STREET RAILWAY
COMPANY,

508 SEARS BUILDING, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF THE RECEIVERS.

John T. Burnett, Southborough, Mass. John L. Hall, Boston, Mass.

I hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN L. HALL,

Receiver.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. DEC. 4, 1905. Then personally appeared the above-named John L. Hall, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

JOSHUA M. SEARS,

Justice of the Peace.

-REPORT

OF THE

TAUNTON & PAWTUCKET STREET RAILWAY COMPANY

FOR THE PERIOD ENDING SEPTEMBER 30, 1905.

[Purchaser of the Bristol County at receivers' sale. Operations from December 18, 1904.]

| GENERAL EXHIBIT FOR THE PERIOD. | |
|---|-------------|
| Gross earnings from operation, | \$35,361 08 |
| Operating expenses, | 31,357 93 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$4,003 15 |
| Charges upon income accrued during the period : | |
| Interest on funded debt, | \$7,888 74 |
| Interest and discount on unfunded debts and loans, | 68 29 |
| Taxes, State and local, | 558 20 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 8,515 23 |
| Deficit for the period ending September 30, 1905, | \$4,512 08 |
| Credits to profit and loss account during the period : claims ac- quired by purchase from receivers of the Bristol County Street Railway Company, etc., | 130 46 |
| TOTAL DEFICIT SEPTEMBER 30, 1905, | \$4,381 62 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$34,705 30 |
| Receipts from advertising in cars, | 221 90 |
| Other earnings from operation : advertising and junk, | 433 88 |
| GROSS EARNINGS FROM OPERATION, | \$35,361 08 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$2,784 84 |
| General office expenses and supplies, | 1,223 25 |
| Legal expenses, | 97 93 |
| Insurance, | 393 28 |
| Other general expenses : miscellaneous general expense, | 32 63 |
| Maintenance of roadway and buildings : | |
| Repair of roadbed and track, | 323 50 |
| Repair of electric line construction, | 68 37 |
| Repair of buildings, | 88 87 |

| | | |
|--|--|--------------------|
| Maintenance of equipment: | | |
| Repair of cars and other vehicles, | | \$488 51 |
| Repair of electric equipment of cars, | | 628 37 |
| Transportation expenses: | | |
| Cost of electric motive power, \$11,739.59; less power sold, \$50; net, | | 11,689 59 |
| Wages and compensation of persons employed in conducting transportation, | | 10,685 92 |
| Removal of snow and ice, | | 172 23 |
| Damages for injuries to persons and property, | | 106 01 |
| Tolls for trackage over other railways, | | 1,312 32 |
| Other transportation expenses: miscellaneous shop expense, etc., | | 1,262 31 |
| TOTAL OPERATING EXPENSES, | | \$31,357 93 |

PROPERTY ACCOUNTS.

| | | |
|--|-------------|--------------------|
| Additions to railway: | | |
| Extension of tracks (reconstruction), | \$14,433 09 | |
| New electric line construction (reconstruction), | 693 75 | |
| TOTAL ADDITIONS TO RAILWAY, | | \$15,126 84 |
| Additions to equipment: | | |
| Additional cars (6 in number), | \$7,941 17 | |
| Electric equipment of same, | 5,558 83 | |
| Other additional rolling stock and vehicles (reconstruction), | 16,065 16 | |
| Other additions to equipment: tools, signals, etc., | 1,820 75 | |
| TOTAL ADDITIONS TO EQUIPMENT, | | 31,385 91 |
| Additions to land and buildings: | | |
| Additional equipment of power stations and reconstruction, | \$2,940 41 | |
| New buildings necessary for operation of railway (reconstruction), | 220 68 | |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | | 3,161 09 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$49,673 84 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): | | |
| Six cars, | \$13,500 00 | |
| One Franklin boiler, | 1,500 00 | |
| TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, | | 15,000 00 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE PERIOD, | | \$34,673 84 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| | ASSETS. | DR. |
|--|--------------|---------------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$164,433 09 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 28,693 75 | |
| TOTAL COST OF RAILWAY OWNED, | | \$193,126 84 |

| | | |
|--|--------------|--------------|
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$49,156 92 | |
| Electric equipment of same, | 34,908 24 | |
| Other items of equipment: tools, signals, etc., | 1,820 75 | |
| TOTAL COST OF EQUIPMENT OWNED, | | \$85,885 91 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$1,500 00 | |
| Electric power stations, including equip- ment, | 31,440 41 | |
| Other buildings necessary for operation of railway, | 22,720 68 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 55,661 09 |
| TOTAL PERMANENT INVESTMENTS, | | \$334,673 84 |
| Cash and current assets: | | |
| Cash, | \$2,744 64 | |
| Bills and accounts receivable, | 107 87 | |
| Other cash and current assets: coal, \$370.78; insurance, etc. (prepaid), \$863.91, | 1,234 69 | |
| TOTAL CASH AND CURRENT ASSETS, | | 4,087 20 |
| Profit and loss balance (deficit), | | 4,381 62 |
| TOTAL, | | \$343,142 66 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$100,000 00 |
| Funded debt, | | 200,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$36,250 00 | |
| Audited vouchers and accounts, | 3,732 56 | |
| Miscellaneous current liabilities: employees' deposits, | 103 50 | |
| TOTAL CURRENT LIABILITIES, | | 40,086 06 |
| Accrued liabilities: | | |
| Interest accrued and not yet due, | \$2,523 29 | |
| Taxes accrued and not yet due, | 533 31 | |
| TOTAL ACCRUED LIABILITIES, | | 3,056 60 |
| TOTAL, | | \$343,142 66 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$100,000 00 | |
| Capital stock authorized by votes of company, | 100,000 00 | |
| Capital stock issued and outstanding, | | \$100,000 00 |
| Number of shares issued and outstanding, | 1,000 | |
| Number of stockholders, | 8 | |
| Number of stockholders in Massachusetts, | 5 | |
| Amount of stock held in Massachusetts, | \$50,200 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Period. |
|-------------------------------|-------------------|-------------------|---------------------|----------------------------------|
| First mortgage bonds, | Per Cent. 5 | Jan. 1, 1921, . | \$200,000 00 | \$10,000 00* |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the period, | 695,946 |
| Number carried per mile of main railway track operated, . | 40,589 |
| Number of car miles run, | 224,899 |
| Average number of persons employed, | 38 |
| Company commenced operation December 18, 1904. | |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Total Passenger Cars. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|------------------------------|---------------|-----------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | | |
| Box passenger cars, | 9 | 1 | 10 | 10 | 10 | 36 |
| Open passenger cars, | 8 | 3 | 11 | 11 | - | 30 |
| TOTAL, | 17 | 4 | 21 | 21 | 10 | 66 |
| CARS — OTHER SERVICE. | | | | | | |
| Platform freight cars, | - | 1 | - | - | - | - |
| Snow ploughs, | - | 2 | - | - | - | - |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owued. | Trackage over Other Railways. | Total Owned, etc. |
|--|--------|-------------------------------|-------------------|
| | Miles. | Miles. | Miles. |
| Length of railway line, | 15.988 | .688 | 16.676 |
| Length of second main track, | .470 | - | .470 |
| Total length of main track, | 16.458 | .688 | 17.146 |
| Length of sidings, switches, etc., | 1.439 | - | 1.439 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 17.897 | .688 | 18.585 |

* Including receivers' payments.

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 1.641 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located : Taunton, Rehoboth, Attleborough and Seekonk.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (1 in number), viz. :— With New York, New Haven & Hartford Railroad, at Oak Street, Taunton, | 4 | 1 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

TAUNTON & PAWTUCKET STREET RAILWAY COMPANY,
TAUNTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John A. Arnold, *President*, Pawtucket, R. I. George H. Newhall, *Treasurer*, Providence, R. I. James W. Burke, *Clerk of Corporation*, Taunton, Mass. Arthur C. Ralph, *General Manager*, Taunton, Mass. Edward H. Richards, *Superintendent*, Attleborough, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John A. Arnold, Pawtucket, R. I. Geo. H. Newhall, Providence, R. I. Frank C. Wood, East Boston, Mass. Charles A. Vialle, Boston, Mass. Edward P. Metcalf, Providence, R. I. Charles F. Choate, Jr., Southborough, Mass. James W. Burke, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN A. ARNOLD,
GEO. H. NEWHALL,
EDWARD P. METCALF,
FRANK C. WOOD,
CHAS. A. VIALLE,
JAMES W. BURKE,
CHAS. F. CHOATE, JR.,
Directors.
ARTHUR C. RALPH,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 20, 1905. Then personally appeared the above-named John A. Arnold, George H. Newhall, Edward P. Metcalf, Frank C. Wood, Charles A. Vialle, Charles F. Choate, Jr., and Arthur C. Ralph, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JAMES W. BURKE,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. NOVEMBER, 1905. Then personally appeared the above-named James W. Burke, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

JOSHUA M. SEARS,

Justice of the Peace.

REPORT

OF THE

TEMPLETON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|--------------------|
| Gross earnings from operation, | \$36,393 90 |
| Operating expenses, | 31,560 84 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$4,833 06 |
| Charges upon income accrued during the year: | |
| Interest and discount on unfunded debts and loans, | \$8,662 50 |
| Taxes, State and local, | \$586 42 |
| Taxes, commutation (excise), | 106 83 |
| | 693 25 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 9,355 75 |
| Deficit for the year ending September 30, 1905, | \$4,522 69 |
| Amount of deficit September 30, 1904, | 42,772 02 |
| TOTAL DEFICIT SEPTEMBER 30, 1905, | \$47,294 71 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$34,347 94 |
| Receipts from carriage of mails, | 250 00 |
| Receipts from carriage of express and parcels, | 584 60 |
| Receipts from carriage of freight, | 772 83 |
| Receipts from advertising in cars, | 190 64 |
| Other earnings from operation, | 247 89 |
| GROSS EARNINGS FROM OPERATION, | \$36,393 90 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$380 00 |
| General office expenses and supplies, | 117 05 |
| Legal expenses, | 100 50 |
| Insurance, | 42 72 |
| Other general expenses: miscellaneous, | 30 86 |

| | |
|---|--------------------|
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | \$4,134 38 |
| Repair of electric line construction, | 215 56 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 960 55 |
| Repair of electric equipment of cars, | 1,237 93 |
| Transportation expenses: | |
| Cost of electric motive power, | 11,482 28 |
| Wages and compensation of persons employed in conducting transportation, | 12,112 22 |
| Removal of snow and ice, | 416 90 |
| Other transportation expenses: mail, \$5.50; freight, \$229.77; express, \$94.62, | 329 89 |
| TOTAL OPERATING EXPENSES, | \$31,560 84 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | DR. |
|--|---------------------|
| Cost of railway,* | \$391,768 98 |
| Profit and loss balance (deficit), | 47,294 71 |
| TOTAL, | \$439,063 69 |

| LIABILITIES. | CR. |
|---|---------------------|
| Capital stock, | \$75,000 00 |
| Current liabilities: loans and notes payable, | 364,063 69 |
| TOTAL, | \$439,063 69 |

CAPITAL STOCK.

| | | |
|---|-------------|-------------|
| Capital stock authorized by law, | \$75,000 00 | |
| Capital stock authorized by votes of company, | 75,000 00 | |
| Capital stock issued and outstanding, | | \$75,000 00 |
| Number of shares issued and outstanding, | 750 | |
| Number of stockholders, | 80 | |
| Number of stockholders in Massachusetts, | 80 | |
| Amount of stock held in Massachusetts, | \$75,000 00 | |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 686,940 |
| Number carried per mile of main railway track operated, | 38,435 |
| Number of car miles run, | 213,735 |
| Average number of persons employed, | 30 |

* No way of ascertaining items of cost of construction and equipment.

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|------------------------------|---------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | |
| Box passenger cars, | 7 | - | 7 | 7 | - |
| Open passenger cars, | 6 | - | 6 | - | - |
| TOTAL, | 13 | - | 13 | 7 | 26 |
| CARS — OTHER SERVICE. | | | | | |
| Box freight cars, | 1 | - | 1 | - | - |
| Platform freight cars, | - | 1 | - | - | - |
| Snow ploughs, | 2 | 1 | 1 | - | - |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|-----------------------------------|---------------|
| Length of railway line, | 17.873 miles. |
|-----------------------------------|---------------|

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (1 in number), viz.:— With Boston & Albany, at Templeton, | 1 | 1 |

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | - | - | - |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | 1 | - | 1 | - |
| TOTALS, | - | - | 1 | - | 1 | - |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

TEMPLETON STREET RAILWAY COMPANY,

309 WASHINGTON STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

C. H. Adams, *President*, 311 Washington Street, Boston, Mass. M. A. McElroy, *Treasurer and Clerk of Corporation*, 309 Washington Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles H. Adams, Melrose, Mass. Frederick G. Roberts, Boston, Mass. Percival Blodgett, Templeton, Mass. Frederick Greenwood, Templeton, Mass. Henry Boone,* Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES H. ADAMS,
FREDERICK G. ROBERTS,
HENRY BOONE,
M. A. McELROY,
Directors.
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. NOV. 1, 1905. Then personally appeared the above-named Charles H. Adams and Frederick G. Roberts, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, GEORGE S. FOSTER,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. DEC. 19, 1905. Then personally appeared the above-named M. A. McElroy, and made oath that the foregoing certificate by her subscribed is, to the best of her knowledge and belief, true.

Before me, CHARLES E. MANN,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. DEC. 29, 1905. Then personally appeared the above-named Henry Boone, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, CHARLES E. MANN,
Notary Public.

* Chosen in place of Geo. F. McEnaney, resigned.

REPORT

OF THE

UNION STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|--------------|
| Gross earnings from operation, | \$371,562 51 |
| Operating expenses, | 209,774 94 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$161,787 57 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$20,000 00 |
| Interest and discount on unfunded debts and loans, | 5,534 98 |
| Taxes, State and local, 1904 and 1905, | \$47,281 75 |
| Taxes, commutation, | 7,690 43 |
| | 54,972 18 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 80,507 16 |
| NET DIVISIBLE INCOME, | \$81,280 41 |
| Dividends declared (8 per cent), | 72,000 00 |
| Surplus for the year ending September 30, 1905, | \$9,280 41 |
| Amount of surplus September 30, 1904, | 181,068 99 |
| Credits to profit and loss account during the year: supply account, | \$1,255 66 |
| Debits to profit and loss account during the year: | |
| Rail account, | \$2,976 12 |
| Car account, | 375 00 |
| TOTAL DEBITS, | 3,351 12 |
| NET AMOUNT DEBITED TO PROFIT AND LOSS, | 2,095 46 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$188,253 94 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$339,994 65 |
| Receipts from carriage of mails, | 250 00 |
| Receipts from tolls for use of tracks by other companies, | 23,722 07 |
| Receipts from rentals of buildings and other property, | 2,583 84 |
| Receipts from advertising in cars, | 1,440 00 |

| | |
|--|---------------------|
| Receipts from interest on deposits, | \$78 37 |
| Other earnings from operation: | |
| Special receipts, | 112 50 |
| Miscellaneous receipts, | 3,381 08 |
| GROSS EARNINGS FROM OPERATION, | \$371,562 51 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$8,716 88 |
| General office expenses and supplies, | 1,043 86 |
| Legal expenses, | 5 00 |
| Insurance, | 4,245 76 |
| Other general expenses, | 1,843 34 |
| Engineering, | 122 45 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 3,601 10 |
| Repair of electric line construction, | 2,564 00 |
| Repair of buildings, | 1,491 22 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 9,827 17 |
| Repair of electric equipment of cars, | 3,765 87 |
| Renewal of horses, harnesses, shoeing, etc., | 139 81 |
| Provender and stabling for horses, | 842 26 |
| Repair of shop tools and machinery, | 278 28 |
| Transportation expenses: | |
| Cost of electric motive power, \$40,121.50; less power sold, \$1,816.91; net, | 38,304 59 |
| Wages and compensation of persons employed in conduct- ing transportation, | 110,631 08 |
| Removal of snow and ice, | 3,616 14 |
| Damages for injuries to persons and property, | 7,874 86 |
| Rentals of buildings and other property, | 6,577 53 |
| Other transportation expenses, | 4,283 74 |
| TOTAL OPERATING EXPENSES, | \$209,774 94 |
| PROPERTY ACCOUNTS. | |
| Additions to railway: | |
| Extension of tracks, | \$3,112 33 |
| New electric line construction, | 273 42 |
| TOTAL ADDITIONS TO RAILWAY, | \$3,385 75 |
| Additions to equipment: | |
| Electric equipment of cars, | \$75 66 |
| Other additional rolling stock and vehicles, | 925 67 |
| Other additions to equipment: tools and machinery, | 365 59 |
| TOTAL ADDITIONS TO EQUIPMENT, | 1,366 92 |
| Additions to land and buildings: | |
| New electric power stations, including ma- chinery, etc, | \$191 50 |
| Other new buildings necessary for operation of railway, | 6,588 08 |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | 6,779 58 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$11,532 25 |

| | |
|--|------------|
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): | |
| Land, | \$1,571 60 |
| Buildings, | 428 40 |
| Car, | 375 00 |
| TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . | \$2,375 00 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | \$9,157 25 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | DR. | |
|---|--------------|----------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$653,947 56 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 138,916 89 | |
| TOTAL COST OF RAILWAY OWNED, | | \$792,864 45 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$166,517 37 | |
| Electric equipment of same, | 82,455 22 | |
| Horses, | 740 00 | |
| Other items of equipment: tools and machinery, \$16,692.98; registers, \$1,740, | 18,432 98 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 268,145 57 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$106,389 35 | |
| Electric power stations, including equipment, | 259,949 05 | |
| Other buildings necessary for operation of railway, | 115,716 01 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 482,054 41 |
| TOTAL PERMANENT INVESTMENTS, | | \$1,543,064 43 |
| Cash and current assets: | | |
| Cash, | \$20,702 68 | |
| Bills and accounts receivable, | 26,735 08 | |
| Sinking and other special funds, | 7,176 74 | |
| Other cash and current assets: prepaid insurance and interest, | 3,612 81 | |
| TOTAL CASH AND CURRENT ASSETS, | | 58,227 31 |
| Miscellaneous assets: materials and supplies, | | 56,789 38 |
| TOTAL, | | \$1,658,081 12 |
| LIABILITIES. | CR. | |
| Capital stock, | | \$900,000 00 |
| Funded debt, | | 400,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$133,091 02 | |
| Audited vouchers and accounts, | 3,780 46 | |
| Miscellaneous current liabilities: outstanding tickets, | 1,350 57 | |
| TOTAL CURRENT LIABILITIES, | | 138,222 05 |
| Accrued liabilities: taxes accrued and not yet due, | | 31,605 13 |
| Profit and loss balance (surplus), | | 188,253 94 |
| TOTAL, | | \$1,658,081 12 |

| CAPITAL STOCK. | | | |
|---|--------------|--|--------------|
| Capital stock authorized by law, | \$900,000 00 | | |
| Capital stock authorized by votes of company, | 900,000 00 | | |
| Capital stock issued and outstanding, | | | \$900,000 00 |
| Number of shares issued and outstanding, | 9,000 | | |
| Number of stockholders, | 180 | | |
| Number of stockholders in Massachusetts, | 164 | | |
| Amount of stock held in Massachusetts, | \$510,400 00 | | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| Consolidated mortgage gold bonds (may be registered), | 5 | Jan. 2, 1914, . | \$400,000 00 | \$20,000 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 7,024,103 |
| Number carried per mile of main railway track operated, | 241,902 |
| Number of car miles run, | 1,465,262 |
| Average number of persons employed, | 240 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Total Passenger Cars. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|------------------------------|---------------|-----------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | | |
| Box passenger cars, | 48 | - | 48 | 48 | 48 | - |
| Open passenger cars, | 66 | 1 | 67 | 66 | - | - |
| TOTAL, | 114 | 1 | 115 | 114 | 48 | 185 |
| CARS — OTHER SERVICE. | | | | | | |
| Platform freight cars, | - | 1 | - | - | - | - |
| Work cars, | 4 | - | - | - | - | - |
| Other cars, | 3 | - | - | - | - | - |
| TOTAL, | 7 | 1 | - | - | - | - |
| Snow ploughs, | 8 | - | - | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|---|----|
| Railway rolling stock: 1 sweeper, | 1 |
| Highway vehicles: 1 low gear, 2 road machines, 1 democrat wagon, 1 sleigh, 1 express wagon, 3 tower wagons, 1 buggy, 3 tip carts, | 13 |
| Horses, | 6 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owued. | Trackage over Other Railways. | Total Owued, etc. |
|--|--------|-------------------------------|-------------------|
| | Miles. | Miles. | Miles. |
| Length of railway line, | 24.496 | .167 | 24.663 |
| Length of second main track, | 4.374 | - | 4.374 |
| TOTAL LENGTH OF MAIN TRACK, | 28.870 | .167 | 29.037 |
| Length of sidings, switches, etc., | 1.649 | .026 | 1.675 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 30.519 | .193 | 30.712 |

Names of the several cities and towns in which the railways operated by the company are located: New Bedford, Fairhaven and Dartmouth.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (2 in number), viz.:— With New York, New Haven & Hartford Railroad, Eastern District, as follows:— | | |
| At Weld Street, New Bedford, Taunton Division, | 3 | 1 |
| At Main Street, Fairhaven, Cape Cod Division, | 2 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 5 | 2 |

Number of above crossings at which *frogs* are inserted in the tracks, 2

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 8 | - | 9 | - | 17 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | 11 | 2 | 10 | 2 | 21 |
| TOTALS, | - | 19 | 2 | 19 | 2 | 38 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

UNION STREET RAILWAY COMPANY,
7 PURCHASE STREET, NEW BEDFORD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry H. Crapo, *President*, New Bedford, Mass. Thomas B. Tripp, *Vice-President*, New Bedford, Mass. Elton S. Wilde, *Treasurer*, New Bedford, Mass. Clarence A. Cook, *Clerk of Corporation*, New Bedford, Mass. Edward E. Potter, *Superintendent*, New Bedford, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry H. Crapo, New Bedford, Mass. Thomas B. Tripp, New Bedford, Mass. Clarence A. Cook, New Bedford, Mass. Edward S. Brown, New Bedford, Mass. Lot B. Bates, New Bedford, Mass. Thomas S. Hathaway, New Bedford, Mass. Edward T. Pierce, New Bedford, Mass. Walter P. Winsor, Fairhaven, Mass. Oliver Prescott, Jr., Dartmouth, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HENRY H. CRAPO,
THOMAS B. TRIPP,
E. S. BROWN,
W. P. WINSOR,
LOT B. BATES,
CLARENCE A. COOK,
Directors.
ELTON S. WILDE,
Treasurer.
EDWARD E. POTTER,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Nov. 2, 1905. Then personally appeared the above-named Henry H. Crapo, Thomas B. Tripp, E. S. Brown, W. P. Winsor, Lot B. Bates, Clarence A. Cook, Elton S. Wilde and Edward E. Potter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ISAAC W. PHELPS,
Justice of the Peace.

REPORT

OF THE

UXBRIDGE & BLACKSTONE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$24,355 14 |
| Operating expenses, | 12,958 85 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$11,396 29 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$4,000 00 |
| Interest and discount on unfunded debts and loans, | 1,935 91 |
| Taxes, State and local, | 1,444 94 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 7,380 85 |
| NET DIVISIBLE INCOME, | \$4,015 44 |
| Dividends declared: | |
| 3 per cent on \$80,000, | \$2,400 00 |
| 1 per cent on \$80,900, | 809 00 |
| TOTAL DIVIDENDS DECLARED, | 3,209 00 |
| Surplus for the year ending September 30, 1905, | \$806 44 |
| Amount of surplus September 30, 1904, | 7,909 83 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$8,716 27 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$24,301 00 |
| Receipts from advertising in cars, | 54 14 |
| GROSS EARNINGS FROM OPERATION, | \$24,355 14 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$1,799 92 |
| General office expenses and supplies, | 35 36 |
| Insurance, | 300 50 |

| | |
|--|--------------------|
| Maintenance of roadway and buildings: repair of roadbed and track, | \$147 50 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 213 99 |
| Repair of electric equipment of cars, | 55 70 |
| Transportation expenses: | |
| Cost of electric motive power, | 4,685 37 |
| Wages and compensation of persons employed in conducting transportation, | 5,570 58 |
| Removal of snow and ice, | 12 35 |
| Other transportation expenses: rental of waiting room, \$62.56; car service supplies, \$75.02, | 137 58 |
| TOTAL OPERATING EXPENSES, | \$12,958 85 |

PROPERTY ACCOUNTS.

| | |
|---|--------------------|
| Additions to railway: | |
| Extension of tracks (length, 12,000 feet), | \$33,563 55 |
| New electric line construction (length, 12,000 feet), | 3,846 03 |
| Other additions to railway: | |
| Engineering, | 2,729 03 |
| Interest, | 1,310 00 |
| TOTAL ADDITIONS TO RAILWAY, | \$41,448 61 |
| Additions to equipment: electric equipment of cars, | 268 21 |
| Additions to land and buildings: | |
| Additional land necessary for operation of railway, | \$3,765 00 |
| Additional equipment of power stations, | 330 31 |
| New buildings necessary for operation of railway, | 21 00 |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | 4,116 31 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$45,833 13 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | DR. |
|--|---------------------|
| Cost of railway: | |
| Roadbed and tracks, | \$153,735 70 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 24,355 75 |
| Interest accrued during construction of railway, | 5,155 61 |
| Engineering and other expenses incident to construction, | 16,743 58 |
| Other items of railway cost: telephone system, | 269 44 |
| TOTAL COST OF RAILWAY OWNED, | \$200,260 08 |
| Cost of equipment: | |
| Cars and other rolling stock and vehicles, | \$13,887 48 |
| Electric equipment of same, | 13,642 78 |
| Other items of equipment: office furniture, | 183 50 |
| TOTAL COST OF EQUIPMENT OWNED, | 27,713 76 |

Cost of land and buildings :

| | |
|---|------------|
| Land necessary for operation of railway, | \$9,351 00 |
| Electric power stations, including equipment, | 330 31 |
| Other buildings necessary for operation of railway, | 6,663 76 |

| | |
|---|-------------|
| TOTAL COST OF LAND AND BUILDINGS OWNED, | \$16,345 07 |
|---|-------------|

| | |
|--|--------------|
| TOTAL PERMANENT INVESTMENTS, | \$244,318 91 |
|--|--------------|

Cash and current assets :

| | |
|--|----------|
| Cash, | \$377 21 |
| Bills and accounts receivable, | 647 94 |

| | |
|--|----------|
| TOTAL CASH AND CURRENT ASSETS, | 1,025 15 |
|--|----------|

| | |
|------------------|--------------|
| TOTAL, | \$245,344 06 |
|------------------|--------------|

LIABILITIES.

Cr.

| | |
|--------------------------|-------------|
| Capital stock, | \$80,900 00 |
| Funded debt, | 80,000 00 |

Current liabilities :

| | |
|--|-------------|
| Loans and notes payable, | \$71,896 00 |
| Audited vouchers and accounts, | 2,536 09 |

| | |
|--------------------------------------|-----------|
| TOTAL CURRENT LIABILITIES, | 74,432 09 |
|--------------------------------------|-----------|

| | |
|---|----------|
| Accrued liabilities : interest accrued and not yet due, | 1,295 70 |
|---|----------|

| | |
|--|----------|
| Profit and loss balance (surplus), | 8,716 27 |
|--|----------|

| | |
|------------------|--------------|
| TOTAL, | \$245,344 06 |
|------------------|--------------|

CAPITAL STOCK.

| | | |
|---|--------------|-------------|
| Capital stock authorized by law, | \$120,000 00 | |
| Capital stock authorized by votes of company, | 120,000 00 | |
| Capital stock issued and outstanding, | | \$80,900 00 |
| Number of shares issued and outstanding, | 809 | |
| Number of stockholders, | 36 | |
| Number of stockholders in Massachusetts, | 36 | |
| Amount of stock held in Massachusetts, | \$80,900 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| First mortgage bonds, | 5 | Feb. 2, 1923, . | \$80,000 00 | \$4,000 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 488,533 |
| Number carried per mile of main railway track operated, | 50,878 |
| Number of car miles run, | 128,855 |
| Average number of persons employed, | 10 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Total Passenger Cars. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|------------------------------|---------------|-----------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | | |
| Box passenger cars, | - | 3 | 3 | 3 | 3 | - |
| Open passenger cars, | 6 | - | 6 | 6 | - | 12 |
| TOTAL, | 6 | 3 | 9 | 9 | 3 | 12 |
| CARS — OTHER SERVICE. | | | | | | |
| Work cars, | - | 1 | - | - | - | - |
| Snow ploughs, | 1 | - | - | - | - | - |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|--------------|
| Length of railway line, | 9.602 miles. |
| Length of sidings, switches, etc., | .290 " |
| Total, computed as single track, | 9.892 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 4.537 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located : Northbridge, Uxbridge and Blackstone.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (1 in number), viz. : — With New York, New Haven & Hartford Railroad, siding used by Blanchard Bros., Main Street, Uxbridge,* | 1 | 1 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

UXBRIDGE & BLACKSTONE STREET RAILWAY COMPANY,
831 STATE MUTUAL BUILDING, WORCESTER, MASS.

* The siding above specified is operated by horse-power only, and seldom used.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Theodore S. Johnson, *President*, Worcester, Mass. John E. Sayles, *Vice-President*, Uxbridge, Mass. Frank H. Viele, *Treasurer and Clerk of Corporation*, Worcester, Mass. Chas. L. Rogers, *Superintendent*, Uxbridge, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Theodore S. Johnson, Worcester, Mass. Otis E. Putnam, Worcester, Mass. William H. Tyler, Worcester, Mass. Horace Wyman, Worcester, Mass. A. B. R. Sprague, Worcester, Mass. Frank H. Viele, Worcester, Mass. John E. Sayles, Uxbridge, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

THEODORE S. JOHNSON,
W. H. TYLER,
FRANK H. VIELE,
OTIS E. PUTNAM,
Directors.
FRANK H. VIELE,
Treasurer.
CHARLES L. ROGERS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. OCT. 18, 1905. Then personally appeared the above-named Theodore S. Johnson, W. H. Tyler, Frank H. Viele, Otis E. Putnam and Charles L. Rogers, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

W. P. MCPHERSON,
Justice of the Peace.

REPORT

OF THE

WALTHAM STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

[Operated by the Newton under an agreement.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$11,768 47 |
| Operating expenses, | 21,041 14 |
| GROSS DEFICIT ABOVE OPERATING EXPENSES, . . | \$9,272 67 |
| Charges upon income accrued during the year: taxes, com- mutation, | 91 88 |
| Deficit for the year ending September 30, 1905, . . . | \$9,364 55 |
| Amount of deficit September 30, 1904, | 31,619 94 |
| TOTAL DEFICIT SEPTEMBER 30, 1905, | \$40,984 49 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$10,441 91 |
| Receipts from tolls for use of tracks by other companies, . | 1,326 56 |
| GROSS EARNINGS FROM OPERATION, | \$11,768 47 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$1,068 00 |
| General office expenses and supplies, | 614 61 |
| Legal expenses, | 30 00 |
| Insurance, | 11 66 |
| Transportation expenses: | |
| Tolls for trackage over other railways, | 877 40 |
| Rentals of buildings and other property, | 77 50 |
| Other transportation expenses: paid Newton Street Rail- way Company for operating road as per agreement, . | 18,861 97 |
| TOTAL OPERATING EXPENSES, | \$21,041 14 |

| PROPERTY ACCOUNTS. | | |
|--|--------------|--------------|
| Additions to railway: | | |
| Improvement, overhead line, | \$364 84 | |
| Improvement of track, \$715.86: land damages, \$1,000, | 1,715 86 | |
| TOTAL ADDITIONS TO RAILWAY, | | \$2,080 70 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1905. | | |
| ASSETS. | | DR. |
| Cost of railway: | | |
| Roadbed and tracks, | \$190,751 35 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 16,796 69 | |
| Interest accrued during construction of railway, | 23,225 79 | |
| Engineering and other expenses incident to construction, | 29,800 90 | |
| Other items of railway cost: general expense during construction, | 4,965 35 | |
| TOTAL COST OF RAILWAY OWNED, | | \$265,540 08 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$14,419 95 | |
| Other items of equipment: office furniture, | 128 74 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 14,548 69 |
| Cost of land and buildings: land necessary for operation of railway, | | 2,608 26 |
| TOTAL PERMANENT INVESTMENTS, | | \$282,697 03 |
| Cash and current assets: | | |
| Cash, | \$11 68 | |
| Bills and accounts receivable, | 36,500 00 | |
| TOTAL CASH AND CURRENT ASSETS, | | 36,511 68 |
| Miscellaneous assets: materials and supplies, | | 11,587 24 |
| Profit and loss balance (deficit), | | 40,984 49 |
| TOTAL, | | \$371,780 44 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$100,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$238,500 00 | |
| Audited vouchers and accounts, | 33,280 44 | |
| TOTAL CURRENT LIABILITIES, | | 271,780 44 |
| TOTAL, | | \$371,780 44 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$100,000 00 | |
| Capital stock authorized by votes of company, | 100,000 00 | |
| Capital stock issued and outstanding, | | \$100,000 00 |
| Number of shares issued and outstanding, | 1,000 | |
| Number of stockholders, | 17 | |
| Number of stockholders in Massachusetts, | 17 | |
| Amount of stock held in Massachusetts, | \$100,000 00 | |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 217,741 |
| Number carried per mile of main railway track operated, | 30,534 |
| Number of car miles run, | 93,180 |
| Average number of persons employed, | 1 |

DESCRIPTION OF EQUIPMENT.

| | |
|---|---|
| Open passenger cars (not equipped), | 6 |
|---|---|

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over Other Railways. | Total Owned, etc. | Total Operated. |
|--|--------|-------------------------------------|----------------------|--------------------|
| | Miles. | Miles. | Miles. | Miles. |
| Length of railway line, | 6.418 | 1.595 | 8.013 | 7.131 |
| Length of sidings, switches, etc., | .052 | - | .052 | .052 |
| TOTAL, COMPUTED AS SINGLE TRACK, . | 6.470 | 1.595 | 8.065 | 7.183 |

Names of the several cities and towns in which the railways operated by the company are located: Waltham and Belmont.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | - | - | - |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | 1 | - | 1 |
| TOTALS, | - | - | - | 1 | - | 1 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WALTHAM STREET RAILWAY COMPANY,
101 MILK STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Clarence F. French, *President*, 85 State Street, Boston, Mass. Charles H. Gilmore, *Treasurer*, 101 Milk Street, Boston, Mass. J. Colby Bassett, *Clerk of Corporation*, 101 Milk Street, Boston, Mass. Powers & Hall, *General Counsel*, 101 Milk Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Clarence F. French, Waltham, Mass. J. Colby Bassett, Cambridge, Mass.
Charles H. Gilmore, Boston, Mass. Joshua T. Upton, North Reading, Mass.
Henry Endicott, Jr., Boston, Mass. Edward C. Ramsdell, Boston, Mass.
Lawrence A. Ford, Beverly, Mass. Elijah H. George, Boston, Mass. Henry
W. Palmer, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CLARENCE F. FRENCH,
EDWARD C. RAMSDELL,
CHARLES H. GILMORE,
HENRY W. PALMER,
HENRY ENDICOTT, JR.,
Directors.
CHARLES H. GILMORE,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. NOV. 24, 1905. Then personally appeared the above-named Clarence F. French, Edward C. Ramsdell, Charles H. Gilmore, Henry W. Palmer and Henry Endicott, Jr., and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. M. COX,
Justice of the Peace.

REPORT

OF THE

WARREN, BROOKFIELD & SPENCER STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|--------------------|
| Gross earnings from operation, | \$61,415 58 |
| Operating expenses, | 42,289 39 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$19,126 19 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$6,250 00 |
| Interest and discount on unfunded debts and loans, | 3,326 78 |
| Taxes, State and local, | \$1,800 00 |
| Taxes, commutation, | 611 07 |
| | 2,411 07 |
| Other deductions from income: amusements, | 2,675 93 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . | 14,663 78 |
| Surplus for the year ending September 30, 1905, | \$4,462 41 |
| Amount of surplus September 30, 1904, | 26,090 08 |
| Debits to profit and loss account during the year: carried to reserve for depreciation, | 2,000 00 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$28,552 49 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$61,105 62 |
| Receipts from advertising in cars, | 210 00 |
| Other earnings from operation: carrying papers, | 99 96 |
| GROSS EARNINGS FROM OPERATION, | \$61,415 58 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$2,669 00 |
| General office expenses and supplies, | 1,545 25 |
| Insurance, | 1,090 00 |

| | |
|--|--------------------|
| Maintenance of roadway and buildings : | |
| Repair of roadbed and track, | \$2,330 43 |
| Repair of electric line construction, | 557 78 |
| Repair of buildings, | 333 11 |
| Maintenance of equipment : | |
| Repair of cars and other vehicles, | 1,150 66 |
| Repair of electric equipment of cars, | 1,758 98 |
| Transportation expenses : | |
| Cost of electric motive power, | 11,320 15 |
| Wages and compensation of persons employed in conducting transportation, | 15,452 55 |
| Removal of snow and ice, | 1,201 64 |
| Damages for injuries to persons and property, | 2,456 46 |
| Other transportation expenses : oil, waste, etc., | 423 38 |
| TOTAL OPERATING EXPENSES, | \$42,289 39 |

PROPERTY ACCOUNTS.

| | |
|---|------------|
| Additions to railway : expense of State highway construction, | \$1,994 48 |
|---|------------|

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | Dr. | |
|--|--------------|---------------------|
| Cost of railway : | | |
| Roadbed and tracks, | \$203,206 55 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 46,735 88 | |
| Engineering and other expenses incident to construction, | 6,039 94 | |
| TOTAL COST OF RAILWAY OWNED, | | \$255,982 37 |
| Cost of equipment : | | |
| Cars and other rolling stock and vehicles, | \$21,028 29 | |
| Electric equipment of same, | 14,795 20 | |
| Other items of equipment: snow ploughs, heaters, registers, etc., | 4,902 83 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 40,726 32 |
| Cost of land and buildings : | | |
| Land necessary for operation of railway, | \$2,729 55 | |
| Electric power stations, including equipment, | 51,035 76 | |
| Other buildings necessary for operation of railway, | 12,323 91 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 66,089 22 |
| TOTAL PERMANENT INVESTMENTS, | | \$362,797 91 |
| Cash and current assets : | | |
| Cash, | \$2,719 70 | |
| Bills and accounts receivable, | 6,063 50 | |
| Sinking and other special funds, | 8,770 00 | |
| Other cash and current assets : | | |
| Prepaid interest, | 605 96 | |
| Unexpired insurance, | 833 43 | |
| TOTAL CASH AND CURRENT ASSETS, | | 18,992 59 |
| Miscellaneous assets : materials and supplies, | | 1,547 48 |
| TOTAL, | | \$383,337 98 |

| LIABILITIES. | | CR. | |
|--|-----------|-----|--------------|
| Capital stock, | | | \$150,000 00 |
| Funded debt, | | | 125,000 00 |
| Current liabilities: | | | |
| Loans and notes payable, | \$58,480 | 94 | |
| Audited vouchers and accounts, | 3,467 | 16 | |
| Matured interest coupons unpaid (including coupons due October 1), | 2,604 | 17 | |
| TOTAL CURRENT LIABILITIES, | | | 64,552 27 |
| Accrued liabilities: | | | |
| Interest accrued and not yet due, | \$83 | 34 | |
| Taxes accrued and not yet due, | 2,379 | 88 | |
| TOTAL ACCRUED LIABILITIES, | | | 2,463 22 |
| Sinking and other special funds: | | | |
| Reserve for depreciation, | \$4,000 | 00 | |
| Sinking fund, | 8,770 | 00 | |
| TOTAL SINKING AND OTHER SPECIAL FUNDS, | | | 12,770 00 |
| Profit and loss balance (surplus), | | | 28,552 49 |
| TOTAL, | | | \$383,337 98 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$220,000 | 00 | |
| Capital stock authorized by votes of company, | 220,000 | 00 | |
| Capital stock issued and outstanding, | | | \$150,000 00 |
| Number of shares issued and outstanding, | 1,500 | | |
| Number of stockholders, | 19 | | |
| Number of stockholders in Massachusetts, | 17 | | |
| Amount of stock held in Massachusetts, | \$145,300 | 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--------------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage gold bonds, | Per Cent. 5 | Nov. 1, 1916, . | \$125,000 00 | \$6,250 00 |

SINKING AND OTHER SPECIAL FUNDS.

| | |
|---|------------|
| Amount September 30, 1904, of sinking fund, | \$8,426 11 |
| Additions during the year to sinking fund, | 343 89 |
| TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1905, | \$8,770 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 1,095,672 |
| Number carried per mile of main railway track operated, | 55,882 |
| Number of car miles run, | 364,411 |
| Average number of persons employed, | 36 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|---------------------------------|---------------|---------------------------|------------------------------------|-------------------|
| CARS—PASSENGER SERVICE. | | | | | |
| Box passenger cars, | 7 | - | 7 | 7 | - |
| Open passenger cars, | 10 | - | 10 | - | - |
| TOTAL, | 17 | - | 17 | 7 | 32 |
| CARS—OTHER SERVICE. | | | | | |
| Work cars, | 1 | 1 | - | - | - |
| Snow ploughs, | 2 | - | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Highway vehicles: tower wagon, | 1 |
|--|---|

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 19.607 miles. |
| Length of sidings, switches, etc., | .491 " |
| Total, computed as single track, | 20.098 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|------------|
| Length of railway line, | .075 mile. |
|-----------------------------------|------------|

Names of the several cities and towns in which the railways operated by the company are located: Warren, West Warren, Brookfield, West Brookfield, North Brookfield and Spencer.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (1 in number), viz.:— With Boston & Albany Railroad, Main Street, East Brookfield, | 1 | 1 |
| Number of above crossings at which <i>frogs</i> are inserted in the tracks, | | 1 |

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 8 | - | 3 | - | 11 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | 1 | - | 1 |
| TOTALS, | - | 8 | - | 4 | - | 12 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WARREN, BROOKFIELD & SPENCER STREET RAILWAY COMPANY,
BROOKFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Alexander B. Bruce, *President*, Lawrence, Mass. Ewen R. McPherson,
Vice-President, Boston, Mass. Augustus Nickerson, *Treasurer and Clerk of*
Corporation, Boston, Mass. Henry Clark, *Superintendent*, Brookfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Alexander B. Bruce, Lawrence, Mass. Ewen R. McPherson, Cambridge,
Mass. Robert Redford, Lawrence, Mass. N. Sumner Myrick, Canton, Mass.
Alonzo G. Van Nostrand, Boston, Mass. Josiah Q. Bennett, Cambridge, Mass.

We hereby certify that the statements contained in the foregoing report are
full, just and true.

ALEXANDER B. BRUCE,
EWEN R. MCPHERSON,
ROBERT REDFORD,
N. SUMNER MYRICK,
JOSIAH Q. BENNETT,

Directors.

AUGUSTUS NICKERSON,

Treasurer.

HENRY CLARK,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Oct. 24, 1905. Then personally appeared the above-named Alexander B. Bruce, Ewen R. McPherson, Robert Redford, N. Sumner Myrick, Josiah Q. Bennett and Augustus Nickerson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK M. FORBUSH,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Oct. 21, 1905. Then personally appeared the above-named Henry Clark, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

AUGUSTUS NICKERSON,
Justice of the Peace.

REPORT

OF THE

WEBSTER & DUDLEY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

[Leased to and operated by the Consolidated Railway Company of Connecticut.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|---------------------|
| Rental received from lease of railway, | \$14,500 00 |
| Expenses and charges upon income accrued during the year: | |
| Interest on funded debt, | \$1,500 00 |
| Other expenses and charges upon income: | |
| rental of Worcester & Webster Street | |
| Railway, | 10,500 00 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, . . . | 12,000 00 |
| NET DIVISIBLE INCOME, | \$2,500 00 |
| Dividends declared (5 per cent), | \$2,500 00 |
| Amount of deficit September 30, 1904, | \$22,051 28 |
| Debits to profit and loss account during the year: old account | |
| paid, | 808 80 |
| TOTAL DEFICIT SEPTEMBER 30, 1905, | \$22,860 08 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1905. | |
| ASSETS. | DR. |
| Cost of railway: | |
| Roadbed and tracks, | \$63,153 44 |
| Other items of railway cost: | |
| Grading, etc., Beacon Park, | 1,033 78 |
| Telephone and block signal system, | 403 62 |
| Transmission line and sub-station, | 72,419 57 |
| TOTAL COST OF RAILWAY OWNED, | \$137,010 41 |
| Cost of equipment: cars and other rolling stock and vehicles, | |
| and electric equipment of same, | 12,968 91 |

Cost of land and buildings:

| | |
|---|------------|
| Land necessary for operation of railway, | \$1,047 00 |
| Electric power stations, including equipment, | 3,388 92 |
| Other buildings necessary for operation of railway, | 3,329 84 |

TOTAL COST OF LAND AND BUILDINGS OWNED, **\$7,765 76**

TOTAL PERMANENT INVESTMENTS, **\$157,745 08**
Profit and loss balance (deficit), **22,860 08**

TOTAL, **\$180,605 16**

LIABILITIES.**Cr.**

| | |
|---|---------------------|
| Capital stock, | \$50,000 00 |
| Funded debt, | 30,000 00 |
| Contingent liabilities: The Consolidated Railway Company, for payment of floating debt and amount expended on construction, | 100,605 16 |
| TOTAL, | \$180,605 16 |

PROPERTY ACCOUNTS.

Additions to railway: transmission line and sub-station, **\$22,419 57**

CAPITAL STOCK.

| | | |
|---|-------------|-------------|
| Capital stock authorized by law, | \$50,000 00 | |
| Capital stock authorized by votes of company, | 50,000 00 | |
| Capital stock issued and outstanding, | | \$50,000 00 |
| Number of shares issued and outstanding, | 500 | |
| Number of stockholders, | 10 | |
| Number of stockholders in Massachusetts, | 3 | |
| Amount of stock held in Massachusetts, | \$300 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--------------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage gold bonds, | Per Cent. 5 | Nov. 1, 1919, . | \$30,000 00 | \$1,500 00 |

RAILWAY OWNED.

| | |
|--|--------------|
| Length of railway line, | 5.650 miles. |
| Length of sidings, switches, etc., | .187 " |
| Total, computed as single track, | 5.837 " |

RAILWAY OWNED AND LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|------------|
| Length of railway line, | .870 mile. |
|-----------------------------------|------------|

Names of the several cities and towns in which the railway owned by the company is located: Webster.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WEBSTER & DUDLEY STREET RAILWAY COMPANY,
NEW HAVEN, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Timothy E. Byrnes, *President*, Boston, Mass. E. H. McHenry, *Vice-President*, New Haven, Conn. Augustus S. May, *Treasurer*, New Haven, Conn. John G. Parker, *Clerk of Corporation*, New Haven, Conn.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Timothy E. Byrnes, Boston, Mass. Fayette S. Curtis, Boston, Mass. William Skinner, Holyoke, Mass. Charles S. Mellen, New Haven, Conn. Edwin Milner, Moosup, Conn. Robert W. Taft, Providence, R. I. E. H. McHenry, New Haven, Conn. Charles F. Brooker, Ansonia, Conn. H. M. Kochersperger, New Haven, Conn.

We hereby certify that the statements contained in the foregoing report are full, just and true.

TIMOTHY E. BYRNES,
C. S. MELLEN,
E. H. MCHENRY,
H. M. KOCHERSPERGER,
ROBERT W. TAFT,
Directors.
A. S. MAY,
Treasurer.

STATE OF CONNECTICUT.

COUNTY OF NEW HAVEN, SS. NOV. 3, 1905. Then personally appeared the above-named Timothy E. Byrnes, C. S. Mellen, E. H. McHenry, H. M. Kochersperger and A. S. May, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR W. BOWMAN,
Notary Public.

STATE OF RHODE ISLAND.

PROVIDENCE, SS. NOV. 4, 1905. Then personally appeared the within named Robert W. Taft, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

NATHANIEL W. SMITH,
Notary Public.

REPORT

OF THE

WEBSTER & DUDLEY AND WORCESTER & WEBSTER
STREET RAILWAYS

(THE CONSOLIDATED RAILWAY COMPANY, LESSEE)

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$75,477 13 |
| Operating expenses, | 48,907 14 |
| NET EARNINGS FROM OPERATION, | \$26,569 99 |
| Miscellaneous income: | |
| Park earnings, | \$2,136 82 |
| Slot machines, | 60 46 |
| TOTAL MISCELLANEOUS INCOME, | 2,197 28 |
| GROSS INCOME ABOVE OPERATING EXPENSES,. | \$28,767 27 |
| Charges upon income accrued during the year: | |
| Rentals of leased railways: Worcester & Webster and Webster & Dudley Street Railways, | \$14,500 00 |
| Other deductions from income: park expenses, | 3,426 13 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 17,926 13 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$10,841 14 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$74,883 46 |
| Receipts from carriage of mails, | 206 46 |
| Receipts from carriage of freight, | 5 87 |
| Receipts from tolls for use of tracks by other companies, | 40 |
| Receipts from rentals of buildings and other property, | 11 35 |
| Receipts from advertising in cars, | 279 79 |
| Other earnings from operation: rent of equipment, | 89 80 |
| GROSS EARNINGS FROM OPERATION, | \$75,477 13 |

| EXPENSES OF OPERATION. | |
|---|--------------------|
| General expenses: | |
| Salaries of general officers and clerks, | \$2,703 60 |
| General office expenses and supplies, | 263 76 |
| Legal expenses, | 348 10 |
| Insurance, | 266 12 |
| Other general expenses, | 783 38 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 4,631 81 |
| Repair of electric line construction, | 1,267 14 |
| Repair of buildings, | 148 24 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 7,350 79 |
| Repair of electric equipment of cars, | 2,424 29 |
| Transportation expenses: | |
| Cost of electric motive power, \$10,496.38; less power sold, \$99.89; net, | 10,396 49 |
| Wages and compensation of persons employed in conduct- ing transportation, | 14,901 86 |
| Removal of snow and ice, | 545 93 |
| Damages for injuries to persons and property, | 2,269 70 |
| Tolls for trackage over other railways, | 87 40 |
| Rentals of buildings and other property, | 126 72 |
| Other transportation expenses: hired equipment, | 391 81 |
| TOTAL OPERATING EXPENSES, | \$48,907 14 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 1,499,359 |
| Number carried per mile of main railway track operated, | 66,992 |
| Number of car miles run, | 334,558 |
| Average number of persons employed, | 70 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|---------------------------------|---------------|---------------------------|------------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | |
| Box passenger cars, | 9 | - | 9 | 9 | 32 |
| Open passenger cars, | 14 | - | 14 | - | 40 |
| TOTAL, | 23 | - | 23 | 9 | 72 |
| CARS — OTHER SERVICE. | | | | | |
| Work cars, | 1 | 1 | - | - | 2 |
| Snow ploughs, | 3 | - | - | - | 4 |

MISCELLANEOUS EQUIPMENT.

| | |
|---------------------------|---|
| Other items of equipment: | |
| Tower wagon, | 1 |
| Road machine, | 1 |

RAILWAY LEASED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY LEASED, ETC. | Held under Lease or Contract. | Trackage over Other Railways. | Total Operated. |
|--|-------------------------------------|-------------------------------------|--------------------|
| | Miles. | Miles. | Miles. |
| Length of railway line, | 20.811 | 1.570 | 22.381 |
| Length of sidings, switches, etc., | .831 | - | .831 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 21.642 | 1.570 | 23.212 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 1.514 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Worcester, Auburn, Oxford and Webster.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the board.)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 1 | - | 5 | - | 6 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | 7 | - | - | - | 7 |
| TOTALS, | - | 8 | - | 5 | - | 13 |

CORPORATE NAME AND ADDRESS OF THE LESSEE COMPANY.

THE CONSOLIDATED RAILWAY COMPANY,

NEW HAVEN, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

C. S. Mellen, *President*, New Haven, Conn. Calvert Townley, *First Vice-President*, New Haven, Conn. H. M. Kochersperger, *Second Vice-President*, New Haven, Conn. A. S. May, *Treasurer*, New Haven, Conn. J. G. Parker,

Clerk of Corporation, New Haven, Conn. E. G. Buckland, *General Counsel*, New Haven, Conn. C. L. Campbell, *Auditor*, Hartford, Conn. Samuel Anderson, *General Manager*, Killingly, Conn. J. B. Potter, *Superintendent*, Webster, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George J. Brush, New Haven, Conn. Edwin Milner, Moosup, Conn. F. S. Curtis, Boston, Mass. Charles F. Brooker, Ansonia, Conn. C. S. Mellen, New Haven, Conn. H. M. Kochersperger, New Haven, Conn. James S. Hemingway, New Haven, Conn. Edward D. Robbins, Hartford, Conn. Arthur D. Osborne, New Haven, Conn. Frank W. Cheney, South Manchester, Conn. I. De Ver Warner, Bridgeport, Conn. D. Newton Barney, Farmington, Conn. E. H. McHenry, New Haven, Conn. William Skinner, Holyoke, Mass. Percy R. Todd, New Haven, Conn.

We hereby certify that the statements contained in the foregoing report are full, just and true.

C. S. MELLEN,
E. H. McHENRY,
ARTHUR D. OSBORNE,
GEO. J. BRUSH,
EDWARD D. ROBBINS,
JAMES S. HEMINGWAY,
D. NEWTON BARNEY,
F. W. CHENEY,
H. M. KOCHERSPERGER,
Directors.
A. S. MAY,
Treasurer.
SAMUEL ANDERSON,
General Manager.

STATE OF CONNECTICUT.

COUNTY OF NEW HAVEN, ss. Nov. 8, 1905. Then personally appeared the above-named C. S. Mellen, E. H. McHenry, Arthur D. Osborne, Geo. J. Brush, Edward D. Robbins, James S. Hemingway, D. Newton Barney, F. W. Cheney, H. M. Kochersperger and A. S. May, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HARRY A. FABIAN,

Notary Public.

STATE OF CONNECTICUT.

COUNTY OF WINDHAM, ss. KILLINGLY, Nov. 13, 1905. Then personally appeared the above-named Samuel Anderson, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

HARRY E. BACK,

Notary Public.

REPORT

OF THE

WESTBOROUGH & HOPKINTON STREET RAILWAY
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$12,803 44 |
| Operating expenses, | 10,789 52 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$2,013 92 |
| Charges upon income accrued during the year : | |
| Interest on funded debt, | \$2,000 00 |
| Interest and discount on unfunded debts and loans, | 277 50 |
| Taxes, State and local, | 459 76 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 2,737 26 |
| Deficit for the year ending September 30, 1905, | \$723 34 |
| Amount of deficit September 30, 1904, | 2,542 55 |
| TOTAL DEFICIT SEPTEMBER 30, 1905, | \$3,265 89 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$12,179 50 |
| Receipts from carriage of mails, | 497 28 |
| Receipts from rentals of buildings and other property, | 71 66 |
| Receipts from advertising in cars, | 55 00 |
| GROSS EARNINGS FROM OPERATION, | \$12,803 44 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$670 84 |
| General office expenses and supplies, | 249 64 |
| Insurance, | 108 65 |
| Maintenance of roadway and buildings : | |
| Repair of roadbed and track, | 45 38 |
| Repair of electric line construction, | 204 32 |
| Maintenance of equipment : | |
| Repair of cars and other vehicles, | 762 36 |
| Repair of electric equipment of cars, | 383 00 |

| | | |
|---|-------------|--------------------|
| Transportation expenses: | | |
| Cost of electric motive power, | | \$5,000 03 |
| Wages and compensation of persons employed in conducting transportation, | | 3,091 39 |
| Removal of snow and ice, | | 241 91 |
| Damages for injuries to persons and property, | | 25 00 |
| Rentals of buildings and other property, | | 7 00 |
| TOTAL OPERATING EXPENSES, | | \$10,789 52 |
| PROPERTY ACCOUNTS. | | |
| Additions to equipment: shop tools and machinery, . . | | \$60 00 |
| Additions to other permanent property: conductors' safe, . | | 60 00 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$120 00 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): two cars and electric equipment of same, | | 5,200 00 |
| NET DEDUCTION FROM PROPERTY ACCOUNTS FOR THE YEAR, | | \$5,080 00 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1905. | | |
| ASSETS. | | DR. |
| Cost of railway: | | |
| Roadbed and tracks, | \$66,240 84 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 14,167 46 | |
| Interest accrued during construction of railway, | 639 12 | |
| Engineering and other expenses incident to construction, | 3,868 03 | |
| TOTAL COST OF RAILWAY OWNED, | | \$84,915 45 |
| Cost of equipment: shop tools and machinery, | | 60 00 |
| Cost of land and buildings: land necessary for operation of railway, | | 200 00 |
| Other permanent property: conductors' safe, | | 60 00 |
| TOTAL PERMANENT INVESTMENTS, | | \$85,235 45 |
| Cash and current assets: bills and accounts receivable, . . | | 1,333 25 |
| Profit and loss balance (deficit), | | 3,265 89 |
| TOTAL, | | \$89,834 59 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$40,000 00 |
| Funded debt, | | 40,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$8,224 36 | |
| Audited vouchers and accounts, | 776 90 | |
| TOTAL CURRENT LIABILITIES, | | 9,001 26 |
| Accrued liabilities: interest accrued and not yet due, . . | | 833 33 |
| TOTAL, | | \$89,834 59 |

| CAPITAL STOCK. | | |
|---|-------------|-------------|
| Capital stock authorized by law, | \$40,000 00 | \$40,000 00 |
| Capital stock authorized by votes of company, | 40,000 00 | |
| Capital stock issued and outstanding, | | |
| Number of shares issued and outstanding, | 400 | |
| Number of stockholders, | 8 | |
| Number of stockholders in Massachusetts, | 8 | |
| Amount of stock held in Massachusetts, | \$40,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| First mortgage bonds, | 5 | Nov. 1, 1922, . | \$40,000 00 | \$2,000 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 250,398 |
| Number carried per mile of main railway track operated, | 38,701 |
| Number of car miles run, | 80,421 |
| Average number of persons employed, | 5 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|--------------|
| Length of railway line, | 6.470 miles. |
| Length of sidings, switches, etc., | .062 " |
| Total, computed as single track, | 6.532 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|--|------------|
| Length of railway line, | .101 mile. |
| Length of second main track, | .062 " |
| Total length of main track, | .163 " |

Names of the several cities and towns in which the railways operated by the company are located: Hopkinton and Westborough.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (1 in number), viz.:— With Milford & Woonsocket Railroad leased to New York, New Haven & Hartford Railroad, | 2 | 1 |

Number of above crossings at which *frogs* are inserted in the tracks, 2

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | 3 | - | 3 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | - | - | - |
| TOTALS, | - | - | - | 3 | - | 3 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WESTBOROUGH & HOPKINTON STREET RAILWAY COMPANY,
 NEWTONVILLE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Adams D. Claflin, *President*, Newtonville, Mass. James L. Richards, *Vice-President*, Newtonville, Mass. George L. Hemenway, *Treasurer and Clerk of Corporation*, Hopkinton, Mass. Matthew C. Brush, *General Manager*, Newtonville, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Adams D. Claflin, Newton Centre, Mass. William F. Hammett, Newton, Mass. Sydney Harwood, Newton, Mass. George L. Hemenway, Hopkinton, Mass. Frank W. Remick, West Newton, Mass. James L. Richards, Newtonville, Mass. Alden E. Viles, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ADAMS D. CLAFLIN,
 ALDEN E. VILES,
 WILLIAM F. HAMMETT,
 FRANK W. REMICK,
 GEORGE L. HEMENWAY,
 J. L. RICHARDS,
 SYDNEY HARWOOD,
Directors.
 GEORGE L. HEMENWAY,
Treasurer.
 MATTHEW C. BRUSH,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 30, 1905. Then personally appeared the above-named Adams D. Clafin, Alden E. Viles, William F. Hammett, Frank W. Remick, George L. Hemenway, J. L. Richards, Sydney Harwood and Matthew C. Brush, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. M. COX,
Notary Public.

REPORT

OF THE

WEST END STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

[Leased to and operated by the Boston Elevated.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|----------------|
| Rental received from lease of railway for expenses of organization, | \$7,500 00 |
| Income from other sources: | |
| Amount of dividends paid under lease directly to stockholders of the West End Street Railway Company by the Boston Elevated Railway Company, | \$1,190,247 50 |
| Interest, \$57.97; increased allowance for expenses of organization, \$1,000, | 1,057 97 |
| | 1,191,305 47 |
| GROSS INCOME, | \$1,198,805 47 |
| Expenses and charges upon income accrued during the year: salaries and maintenance of organization, | 8,597 70 |
| | \$1,190,207 77 |
| NET DIVISIBLE INCOME, | |
| Dividends: | |
| 7 per cent on \$9,689,250, common, | \$678,247 50 |
| 8 per cent on \$6,400,000, preferred, | 512,000 00 |
| | 1,190,247 50 |
| TOTAL DIVIDENDS, | |
| Deficit for the year ending September 30, 1905, | \$39 73 |
| Amount of surplus September 30, 1904, | 848,751 19 |
| Credits to profit and loss account during the year: premium on \$200,000, par value, 4 per cent bonds due 1932, | 11,866 00 |
| | \$860,577 46 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | DR. |
|--|-----------------|
| Cost of railway: | |
| Roadbed and tracks, | \$8,282,760 77 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 2,926,143 31 |
| Engineering and other expenses incident to construction, | 175,712 54 |
| | \$11,384,616 62 |
| TOTAL COST OF RAILWAY OWNED, | |

Cost of equipment:

| | |
|---|----------------|
| Cars and other rolling stock and vehicles, . . . | \$4,516,887 14 |
| Electric equipment of same, | 3,683,868 91 |
| Other items of equipment: horses, tools, furniture, etc., | 361,678 88 |

| | |
|--|----------------|
| TOTAL COST OF EQUIPMENT OWNED, | \$8,562,484 93 |
|--|----------------|

Cost of land and buildings:

| | |
|---|----------------|
| Land necessary for operation of railway, . . . | \$2,910,597 37 |
| Electric power stations, including equipment, | 4,745,731 03 |
| Other buildings necessary for operation of railway, | 3,773,143 17 |

| | |
|---|---------------|
| TOTAL COST OF LAND AND BUILDINGS OWNED, . . . | 11,429,471 57 |
| Other permanent property: subway equipment, . . . | 276,764 30 |

| | |
|--|-----------------|
| TOTAL PERMANENT INVESTMENTS, | \$31,653,287 42 |
|--|-----------------|

Cash and current assets:

| | |
|--|------------|
| Cash, | \$4,885 54 |
| Bills and accounts receivable, | 55,681 69 |
| Sinking and other special funds for redemption of matured bonds, | 10,000 00 |

| | |
|--|-----------|
| TOTAL CASH AND CURRENT ASSETS, | 70,567 23 |
|--|-----------|

| | |
|--|--------------|
| Miscellaneous assets: Boston Elevated Railway Company lease account, | 1,207,201 98 |
|--|--------------|

| | |
|------------------|-----------------|
| TOTAL, | \$32,931,056 63 |
|------------------|-----------------|

LIABILITIES.

CR.

| | |
|-------------------------------------|----------------|
| Capital stock, common, | \$9,689,250 00 |
| Capital stock, preferred, | 6,400,000 00 |

| | |
|--------------------------------|-----------------|
| TOTAL CAPITAL STOCK, | \$16,089,250 00 |
|--------------------------------|-----------------|

| | |
|------------------------|---------------|
| Funded debt, | 15,977,000 00 |
|------------------------|---------------|

| | |
|--|----------|
| Current liabilities: accrued dividend on 3,000 shares common stock (issued August, 1904) to be paid Boston Elevated Railway Company when authorized so to do by the Board of Railroad Commissioners, | 4,229 17 |
|--|----------|

| | |
|--|------------|
| Profit and loss balance (surplus), | 860,577 46 |
|--|------------|

| | |
|------------------|-----------------|
| TOTAL, | \$32,931,056 63 |
|------------------|-----------------|

CAPITAL STOCK.

| | |
|---|----------------|
| Capital stock authorized by law, common, . . . | \$9,689,250 00 |
| Capital stock authorized by law, preferred, . . . | 6,400,000 00 |

| | |
|--|-----------------|
| Total capital stock authorized by law, . . . | \$16,089,250 00 |
|--|-----------------|

| | |
|---|----------------|
| Capital stock authorized by votes of company, common, | \$9,689,250 00 |
|---|----------------|

| | |
|--|--------------|
| Capital stock authorized by votes of company, preferred, | 6,400,000 00 |
|--|--------------|

| | |
|---|-----------------|
| Total capital stock authorized by vote, . . . | \$16,089,250 00 |
|---|-----------------|

| | | |
|--|-----------------|-----------------|
| Capital stock issued and outstanding, common, . . . | | \$9,689,250 00 |
| Capital stock issued and outstanding, preferred, . . . | | 6,400,000 00 |
| Total capital stock outstanding, | | \$16,089,250 00 |
| Number of shares issued and out- standing, common, | 193,785 | |
| Number of shares issued and out- standing, preferred, | 128,000 | |
| Total number of shares outstanding, | 321,785 | |
| Number of stockholders, common, | 4,465 | |
| Number of stockholders, preferred, | 3,735 | |
| Total number of stockholders, | 8,200 | |
| Number of stockholders in Massa- chusetts, common, | 3,917 | |
| Number of stockholders in Massa- chusetts, preferred, | 3,254 | |
| Total stockholders in Massachusetts, | 7,171 | |
| Amount of stock held in Massachusetts, com- mon, | \$8,651,300 00 | |
| Amount of stock held in Massachusetts, pre- ferred, | 5,788,100 00 | |
| Total stock held in Massachusetts, | \$14,439,400 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---|----------------------|----------------------|------------------------|--------------------------------------|
| | Per Cent. | | | |
| Charles River Street Railway Com- pany, matured,* | 5 | April 1, 1904, | \$6,000 00 | - |
| West End Street Railway Company, matured, | 4 | Nov. 1, 1902, | 2,000 00 | - |
| South Boston Horse Railway Com- pany, matured, | 5 | May 1, 1905, | 2,000 00 | - |
| Boston Consolidated Street Railway Company, | 5 | Jan. 1, 1907, | 500,000 00 | - |
| West End Street Railway Company, 4½ | 4½ | March 1, 1914, | 2,000,000 00 | - |
| West End Street Railway Company, 4 | 4 | Aug. 1, 1915, | 4,743,000 00 | - |
| West End Street Railway Company, 4 | 4 | May 1, 1916, | 815,000 00 | - |
| West End Street Railway Company, 4 | 4 | Feb. 1, 1917, | 2,700,000 00 | - |
| West End Street Railway Company, 4 | 4 | Aug. 1, 1932, | 5,209,000 00 | - |
| TOTALS, | | | \$15,977,000 00 | -† |

RAILWAY OWNED.

| | |
|--|----------------|
| Length of railway line, | 181 977 miles. |
| Length of second main track, | 157.939 " |
| Total length of main track, | 339.916 " |
| Length of sidings, switches, etc., | 40.658 " |
| Total, computed as single track, | 380.574 " |

* The mortgage securing this issue has been discharged, and a trust fund has been established to provide for the payment of these bonds when presented.

† Interest on all these bonds paid by Boston Elevated Railway Company.

RAILWAY OWNED AND LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 3.861 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railway owned by the company is located: Boston, Cambridge, Chelsea, Everett, Malden, Medford, Newton, Somerville, Arlington, Belmont, Brookline and Watertown.

GENERAL REMARKS AND EXPLANATIONS.

Certain expenditures upon the property have been made by the lessee during the eighteen months from April 1, 1904, to October 1, 1905, for permanent additions, alterations and improvements, which, if allowed by us, would increase the mileage and would change the figures in this report; but as these expenditures have not yet been audited and allowed by this company, they are not included in this report.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WEST END STREET RAILWAY COMPANY,
101 MILK STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Joseph B. Russell, *President*, 114 State Street, Boston, Mass. John Parkinson, *Vice-President*, 53 State Street, Boston, Mass. Parkman Dexter, *Treasurer and Clerk of Corporation*, 101 Milk Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edwin F. Atkins, Belmont, Mass. Charles M. Baker, Longwood, Mass. Parkman Dexter, Boston, Mass. John Parkinson, Bourne, Mass. Joseph B. Russell, Belmont, Mass. Samuel Spencer, New York, N. Y. C. Minot Weld, Milton, Mass. Stephen M. Weld, Dedham, Mass. Charles A. Williams, Brookline, Mass. Moses Williams, Brookline, Mass. Alfred Winsor, Brookline, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOSEPH B. RUSSELL,
ALFRED WINSOR,
CHARLES A. WILLIAMS,
CHARLES M. BAKER,
JOHN PARKINSON,
MOSES WILLIAMS,
EDWIN F. ATKINS,
C. MINOT WELD,
PARKMAN DEXTER,
PARKMAN DEXTER,
Directors.
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 25, 1905. Then personally appeared the above-named Joseph B. Russell, Alfred Winsor, Charles A. Williams, Charles M. Baker, John Parkinson, Moses Williams, Edwin F. Atkins, C. Minot Weld and Parkman Dexter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES B. GLEASON,
Justice of the Peace.

REPORT

OF THE

WESTERN MASSACHUSETTS STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

[Railway under construction.]

| GENERAL BALANCE SHEET SEPTEMBER 30, 1905. | | |
|---|--------------|--------------|
| ASSETS. | | DR. |
| Cost of railway: | | |
| Roadbed and tracks, | \$412,466 00 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 57,251 16 | |
| Interest accrued during construction of rail- way, | 9,141 33 | |
| Engineering and other expenses incident to construction, | 59,334 52 | |
| TOTAL COST OF RAILWAY OWNED, | | \$538,193 01 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$28,260 25 | |
| Electric equipment of same, | 18,507 89 | |
| Other items of equipment: office furniture, \$123.10; miscellaneous, \$110.60; | 233 70 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 47,001 84 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$14,186 48 | |
| Buildings necessary for operation of rail- way, | 11,148 42 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 25,334 90 |
| Other permanent property: Riverbend Park, | | 990 78 |
| TOTAL PERMANENT INVESTMENTS, | | \$611,523 53 |
| Cash and current assets: | | |
| Cash, | \$3,103 99 | |
| Bills and accounts receivable, | 292 73 | |
| TOTAL CASH AND CURRENT ASSETS, | | 3,396 72 |
| TOTAL, | | \$614,917 25 |

| LIABILITIES. | | CR. | |
|---|--------------|-----|--------------|
| Capital stock, | | | \$300,000 00 |
| Current liabilities : | | | |
| Loans and notes payable, | \$252,750 00 | | |
| Audited vouchers and accounts, | 62,167 25 | | |
| TOTAL CURRENT LIABILITIES, | | | 314,917 25 |
| TOTAL, | | | \$614,917 25 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$300,000 00 | | |
| Capital stock authorized by votes of company, | 300,000 00 | | |
| Capital stock issued and outstanding, | | | \$300,000 00 |
| Number of shares issued and outstanding, | 3,000 | | |
| Number of stockholders, | 7 | | |
| Number of stockholders in Massachusetts, | 7 | | |
| Amount of stock held in Massachusetts, | \$300,000 00 | | |

RAILWAY OWNED.

| | |
|--|--------------|
| Length of railway line, | 9.622 miles. |
| Length of sidings, switches, etc., | .498 " |
| Total, computed as single track, | 10.120 " |

RAILWAY OWNED AND LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 2.717 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railway owned by the company is located : Westfield, Russell and Huntington.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WESTERN MASSACHUSETTS STREET RAILWAY COMPANY,
WESTFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Ralph D. Gillett, *President*, Westfield, Mass. Thomas D. Peck, *Vice-President*, Pittsfield, Mass. Arthur W. Eaton, *Treasurer*, Pittsfield, Mass. Joseph D. Cadle, *Clerk of Corporation*, Westfield, Mass. Henry W. Ely, *General Counsel*, Westfield, Mass. A. D. Robinson, *General Manager*, Westfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Ralph D. Gillett, Westfield, Mass. Arthur W. Eaton, Pittsfield, Mass. Franklin Weston, Dalton, Mass. Thomas D. Peck, Pittsfield, Mass. James R. Savery, Pittsfield, Mass. Joseph D. Cadle, Westfield, Mass. Archie D. Robinson, Westfield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

RALPH D. GILLETT,
ARTHUR W. EATON,
THOMAS D. PECK,
J. R. SAVERY,
FRANKLIN WESTON,
JOSEPH D. CADLE,
A. D. ROBINSON,
Directors.
ARTHUR W. EATON,
Treasurer.
A. D. ROBINSON,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. DEC. 1, 1905. Then personally appeared the above-named Ralph D. Gillett, Arthur W. Eaton, Thomas D. Peck, J. R. Savery, Franklin Weston, Joseph D. Cadle and A. D. Robinson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HENRY W. ELY,
Justice of the Peace.

REPORT

OF THE

WINNISIMMET RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

[Leased to and operated by the Boston & Northern.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Rental received from lease of railway, | \$3,000 00 |
| Dividends declared (6 per cent), | \$3,000 00 |
| Amount of surplus September 30, 1904, | \$124 85 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$124 85 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1905. | |
| ASSETS. | DR. |
| Cost of railway, | \$50,000 00 |
| Cash and current assets: cash, | 74 85 |
| Miscellaneous assets: office furniture, | 50 00 |
| TOTAL, | \$50,124 85 |
| LIABILITIES. | CR. |
| Capital stock, | \$50,000 00 |
| Profit and loss balance (surplus), | 124 85 |
| TOTAL, | \$50,124 85 |
| CAPITAL STOCK. | |
| Capital stock authorized by law, | \$75,000 00 |
| Capital stock authorized by votes of company, | 50,000 00 |
| Capital stock issued and outstanding, | \$50,000 00 |
| Number of shares issued and outstanding, | 1,000 |
| Number of stockholders, | 36 |
| Number of stockholders in Massachusetts, | 34 |
| Amount of stock held in Massachusetts, | \$49,800 00 |

RAILWAY OWNED.

| | |
|--|--------------|
| Length of railway line, | 1.043 miles. |
| Length of second main track, | 1.016 " |
| Total length of main track, | 2.059 " |
| Length of sidings, switches, etc., | .128 " |
| Total, computed as single track, | 2.187 " |

Names of the several cities and towns in which the railway owned by the company is located: Chelsea.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WINNISIMMET RAILROAD COMPANY,
60 STATE STREET, ROOM 803, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Bentley W. Warren, *President*, 60 State Street, Boston, Mass. E. Francis Oliver, *Treasurer and Clerk of Corporation*, 60 State Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Bentley W. Warren, Williamstown, Mass. David H. Coolidge, Boston, Mass. E. Francis Oliver, Boston, Mass. Edward Russell, Brookline, Mass. Edward R. Cogswell, Cambridge, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

BENTLEY W. WARREN,
DAVID H. COOLIDGE,
EDWARD R. COGSWELL,
E. FRANCIS OLIVER,
Directors.
E. FRANCIS OLIVER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 10, 1905. Then personally appeared the above-named Bentley W. Warren, David H. Coolidge and E. Francis Oliver, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, IRVIN McDOWELL GARFIELD,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 12, 1905. Then personally appeared the above-named Edward R. Cogswell, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, CLEMENT R. LAMSON,
Justice of the Peace.

REPORT OF THE WOONSOCKET STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|--------------|
| Gross earnings from operation, | \$120,134 08 |
| Operating expenses, | 117,226 30 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$2,907 78 |
| Charges upon income accrued during the year : | |
| Interest on funded debt, | \$8,250 00 |
| Interest and discount on unfunded debts and loans, | 6,072 34 |
| Taxes, State and local, | 5,004 60 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . | 19,326 94 |
| Deficit for the year ending September 30, 1905, | \$16,419 16 |
| Amount of deficit September 30, 1904, | 37,807 22 |
| TOTAL DEFICIT SEPTEMBER 30, 1905, | \$54,226 38 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$119,622 00 |
| Receipts from carriage of mails, | 272 08 |
| Receipts from advertising in cars, | 240 00 |
| GROSS EARNINGS FROM OPERATION, | \$120,134 08 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$1,560 00 |
| Legal expenses, | 875 00 |
| Insurance, | 1,188 73 |
| Other general expenses : oil, fuel, salt, etc., | 6,357 12 |
| Maintenance of roadway and buildings : | |
| Repair of roadbed and track, | 16,520 51 |
| Repair of electric line construction, | 1,081 46 |
| Repair of buildings, | 872 26 |
| Maintenance of equipment : | |
| Repair of cars and other vehicles, | 7,765 97 |
| Repair of electric equipment of cars, | 3,282 31 |
| Renewal of horses, harnesses, shoeing, etc., | 85 42 |
| Provender and stabling for horses, | 534 96 |

| | |
|--|---------------------|
| Transportation expenses: | |
| Cost of electric motive power, | \$24,276 49 |
| Wages and compensation of persons employed in conducting transportation, | 34,659 37 |
| Removal of snow and ice, | 4,901 94 |
| Damages for injuries to persons and property, | 12,238 76 |
| Rentals of buildings and other property, | 510 00 |
| Other transportation expenses: advertising time tables, | 516 00 |
| TOTAL OPERATING EXPENSES, | \$117,226 30 |

PROPERTY ACCOUNTS.

| | |
|---|----------------|
| Additions to equipment: electric equipment of cars, | \$77 76 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$77 76 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | | DR. |
|---|--------------|---------------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$344,079 76 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 59,310 54 | |
| Other items of railway cost: tools and construction supplies, | 6,281 80 | |
| TOTAL COST OF RAILWAY OWNED, | | \$409,672 10 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$128,472 84 | |
| Horses, | 2,021 68 | |
| Other items of equipment: punches, registers, clocks, etc., | 2,041 76 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 132,536 28 |
| Cost of land and buildings: buildings necessary for operation of railway, | | 15,596 95 |
| TOTAL PERMANENT INVESTMENTS, | | \$557,805 33 |
| Cash and current assets: | | |
| Cash, | \$1,215 27 | |
| Bills and accounts receivable, | 3,731 08 | |
| Other cash and current assets: prepaid insurance, | 425 40 | |
| TOTAL CASH AND CURRENT ASSETS, | | 5,371 75 |
| Profit and loss balance (deficit), | | 54,226 38 |
| TOTAL, | | \$617,403 46 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$300,000 00 |
| Funded debt, | | 165,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$99,344 99 | |
| Audited vouchers and accounts, | 51,058 47 | |
| TOTAL CURRENT LIABILITIES, | | 150,403 46 |
| Accrued liabilities: interest accrued and not yet due, | | 2,000 00 |
| TOTAL, | | \$617,403 46 |

| CAPITAL STOCK. | | | |
|---|--------------|--|--------------|
| Capital stock authorized by law, | \$400,000 00 | | |
| Capital stock authorized by votes of company, | 300,000 00 | | |
| Capital stock issued and outstanding, | | | \$300,000 00 |
| Number of shares issued and outstanding, | 3,000 | | |
| Number of stockholders, | 19 | | |
| Number of stockholders in Massachusetts, | 13 | | |
| Amount of stock held in Massachusetts, | \$281,700 00 | | |

| FUNDED DEBT. | | | | |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
| First mortgage bonds, | Per Cent. 5 | July 1, 1913, . | \$165,000 00 | \$8,250 00 |

| VOLUME OF TRAFFIC, ETC. | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 2,398,643 |
| Number carried per mile of main railway track operated, | 109,223 |
| Number of car miles run, | 389,670 |
| Average number of persons employed, | 82 |

| DESCRIPTION OF EQUIPMENT. | | | | |
|----------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 16 | 2 | 16 | - |
| Open passenger cars, | 21 | - | - | - |
| TOTAL, | 37 | 2 | 16 | 70 |
| CARS — OTHER SERVICE. | | | | |
| Platform freight cars, | 2 | - | - | - |
| Snow ploughs, | 3 | - | - | - |

| MISCELLANEOUS EQUIPMENT. | |
|---|----|
| Other railway rolling stock: 2 carts, 1 sled, 2 tower wagons, 1 water cart, 1 lumber wagon, 1 platform wagon, 1 express wagon, 1 reach, | 10 |
| Horses, | 3 |
| Other items of equipment: 4 sets harnesses. | |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 21.961 miles. |
| Length of sidings, switches, etc., | .863 " |
| Total, computed as single track, | 22.824 " |

RAILWAY LOCATED OUTSIDE OF MASSACHUSETTS.

| | |
|--|---------------|
| Length of railway line, | 18.766 miles. |
| Length of sidings, switches, etc., | .760 " |
| Total, computed as single track, | 19.526 " |

Names of the several cities and towns in which the railways operated by the company are located: Woonsocket, Cumberland and North Smithfield, R. I., and Blackstone, Mass.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (1 in number), viz.:— With New York, New Haven & Hartford Railroad, Midland Division, North Main Street, Woonsocket, R. I., | 3 | 1 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 4 | - | 9 | - | 13 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | 1 | 4 | 1 | 4 |
| TOTALS, | - | 4 | 1 | 13 | 1 | 17 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WOONSOCKET STREET RAILWAY COMPANY,
WOONSOCKET, R. I.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edgar K. Ray, *President and General Manager*, Woonsocket, R. I. Walter Whittlesey, *Treasurer*, Chelsea, Mass. Willard Kent, *Clerk of Corporation*, Woonsocket, R. I. John J. Heffernan, *General Counsel*, Woonsocket, R. I.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Thomas Martin, Chelsea, Mass. Walter Whittlesey, Chelsea, Mass. Edgar K. Ray, Franklin, Mass. E. H. Rathbun, Woonsocket, R. I. A. D. Thayer, Franklin, Mass. H. L. Whittlesey, West Newton, Mass. Willard Kent, Woonsocket, R. I.

We hereby certify that the statements contained in the foregoing report are full, just and true.

EDGAR K. RAY,
EDWARD H. RATHBUN,
ADELBERT D. THAYER,
THOMAS MARTIN,
WALTER WHITTLESEY,
HENRY L. WHITTLESEY,
Directors.
WALTER WHITTLESEY,
Treasurer.
WINTHROP B. NYE,
Acting Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, SS. FRANKLIN, Oct. 30, 1905. Then personally appeared the above-named Edgar K. Ray, Adelbert D. Thayer and Winthrop B. Nye, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, WILLIAM A. WYCKOFF,
Notary Public.

STATE OF RHODE ISLAND.

PROVIDENCE, SS. WOONSOCKET, Oct. 30, 1905. Then personally appeared before me the above-named Edward H. Rathbun, and made solemn oath that the foregoing statement by him subscribed is, to the best of his knowledge and belief, true.

Before me, ARAM J. POTHIER,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. CHELSEA, Nov. 1, 1905. Then personally appeared before me the above-named Thomas Martin, Walter Whittlesey and Henry L. Whittlesey, and made solemn oath that the foregoing statement by them subscribed is true, to the best of their knowledge and belief.

Before me, WILLIAM B. DENISON,
Notary Public.

REPORT

OF THE

WORCESTER & BLACKSTONE VALLEY STREET RAILWAY
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$67,064 61 |
| Operating expenses, | 35,882 22 |
| GROSS INCOME ABOVE OPERATING EXPENSES, . . . | \$31,182 39 |
| Charges upon income accrued during the year : | |
| Interest and discount on unfunded debts and loans, | \$20,088 53 |
| Taxes, State, local and commutation, . . . | 2,002 92 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . | 22,091 45 |
| Surplus for the year ending September 30, 1905, . . . | \$9,090 94 |
| Amount of surplus September 30, 1904, | 21,395 42 |
| Credits to profit and loss account during the year : | |
| Sundry old accounts collected, | \$81 99 |
| Material and supply inventory adjustment, . . . | 852 49 |
| TOTAL CREDITS, | 934 48 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$31,420 84 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$66,332 43 |
| Receipts from rentals of buildings and other property, . . | 294 50 |
| Receipts from advertising in cars, | 303 33 |
| Receipts from interest on deposits, | 134 35 |
| GROSS EARNINGS FROM OPERATION, | \$67,064 61 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$1,115 95 |
| General office expenses and supplies, | 129 29 |
| Legal expenses, | 30 00 |
| Insurance, | 239 98 |
| Other general expenses, | 370 19 |

| | |
|--|--------------------|
| Maintenance of roadway and buildings : | |
| Repair of roadbed and track, | \$2,637 20 |
| Repair of electric line construction, | 935 82 |
| Repair of buildings, | 646 95 |
| Maintenance of equipment : | |
| Repair of cars and other vehicles, | 3,631 14 |
| Repair of electric equipment of cars, | 1,659 72 |
| Provender and stabling for horses, | 4 00 |
| Transportation expenses : | |
| Cost of electric motive power, | 9,585 75 |
| Wages and compensation of persons employed in conducting transportation, | 14,034 61 |
| Removal of snow and ice, | 438 45 |
| Damages for injuries to persons and property, | 352 50 |
| Tolls for trackage over other railways, | 70 67 |
| TOTAL OPERATING EXPENSES, | \$35,882 22 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | | DR. |
|--|--------------|---------------------|
| Cost of railway : | | |
| Roadbed and tracks, | \$187,524 41 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 43,094 55 | |
| Interest accrued during construction of railway, | 24,117 56 | |
| Engineering and other expenses incident to construction, | 13,696 50 | |
| TOTAL COST OF RAILWAY OWNED, | | \$268,433 02 |
| Cost of equipment : | | |
| Cars and other rolling stock and vehicles, | \$38,426 77 | |
| Electric equipment of same, | 29,117 19 | |
| Other items of equipment : | | |
| Office fixtures, | 199 00 | |
| Tools, | 474 73 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 68,217 69 |
| Cost of land and buildings : | | |
| Land necessary for operation of railway, | \$3,454 37 | |
| Electric power stations, including equipment, | 119,647 58 | |
| Other buildings necessary for operation of railway, | 6,975 83 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 130,077 78 |
| Other permanent property: tenement property, | | 8,578 24 |
| TOTAL PERMANENT INVESTMENTS, | | \$475,306 73 |
| Cash and current assets : | | |
| Cash, | \$11,126 43 | |
| Bills and accounts receivable, | 106 00 | |
| Other cash and current assets : | | |
| Cash in hands of agents, | 331 53 | |
| Prepaid insurance, | 141 03 | |
| TOTAL CASH AND CURRENT ASSETS, | | 11,704 99 |

| | | | |
|--|----------------|-------|--------------|
| Miscellaneous assets : | | | |
| Materials and supplies, | \$5,939 | 81 | |
| Other assets and property : suspense account, undistributed payrolls, | | 392 | 98 |
| | | | |
| TOTAL MISCELLANEOUS ASSETS, | | | \$6,332 79 |
| | | | |
| TOTAL, | | | \$493,344 51 |
| | | | |
| | LIABILITIES. | Cr. | |
| Capital stock, | | | \$60,000 00 |
| Current liabilities : | | | |
| Loans and notes payable, | \$393,037 | 23 | |
| Audited vouchers and accounts, | | 3,205 | 12 |
| | | | |
| TOTAL CURRENT LIABILITIES, | | | 396,242 35 |
| Accrued liabilities : | | | |
| Interest accrued and not yet due, | \$4,912 | 95 | |
| Taxes accrued and not yet due, | | 768 | 37 |
| | | | |
| TOTAL ACCRUED LIABILITIES, | | | 5,681 32 |
| Profit and loss balance (surplus), | | | 31,420 84 |
| | | | |
| TOTAL, | | | \$493,344 51 |
| | | | |
| | CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$60,000 | 00 | |
| Capital stock authorized by votes of company, | 60,000 | 00 | |
| Capital stock issued and outstanding, | | | \$60,000 00 |
| Number of shares issued and outstanding, | | 600 | |
| Number of stockholders, | | 7 | |
| Number of stockholders in Massachusetts, | | 2 | |
| Amount of stock held in Massachusetts, | \$200 | 00 | |

VOLUME OF TRAFFIC, ETC.

| | |
|---|-----------|
| Number of passengers paying revenue carried during the year, | 1,331,202 |
| Number carried per mile of main railway track operated, | 77,216 |
| Number of car miles run, | 334,243 |
| Average number of persons employed, | 37 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Equipped with Penders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|---------------------------------|------------------|---------------------------|------------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | |
| Box passenger cars, | 8 | - | 8 | 8 | 24 |
| Open passenger cars, | 10 | - | 10 | - | 32 |
| TOTAL, | 18 | - | 18 | 8 | 56 |
| CARS — OTHER SERVICE. | | | | | |
| Platform freight cars, | - | 1 | - | - | - |
| Work cars, | 1 | - | 1 | - | 2 |
| TOTAL, | 1 | 1 | 1 | - | 2 |
| Snow ploughs, | 1 | 2 | - | - | 2 |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Highway vehicles: tower wagon, | 1 |
|--|---|

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over Other Railways. | Total Owned, etc. |
|--|------------------|-------------------------------------|-------------------------|
| Length of railway line, | Miles. 15.740 | Miles. 1.500 | Miles. 17.240 |
| Length of sidings, switches, etc., | .620 | - | .620 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 16.360 | 1.500 | 17.860 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|------------|
| Length of railway line, | .840 mile. |
|-----------------------------------|------------|

Names of the several cities and towns in which the railways operated by the company are located: Worcester, Millbury, Grafton, Northbridge and Sutton.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (1 in number), viz.:— With New York, New Haven & Hartford Railroad, a spur track from the railroad to the Fisherville Company's mill and is always attended by a watchman when in use, | 1 | 1 |

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 4 | - | 3 | - | 7 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | 4 | - | 4 |
| TOTALS, | - | 4 | - | 7 | - | 11 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & BLACKSTONE VALLEY STREET RAILWAY
COMPANY,

NEW HAVEN, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

C. S. Mellen, *President*, New Haven, Conn. E. H. McHenry, *Vice-President*,
New Haven, Conn. A. S. May, *Treasurer*, New Haven, Conn. John G.
Parker, *Clerk of Corporation*, New Haven, Conn. C. L. Campbell, *Auditor*,
Hartford, Conn. J. W. Anderson, *Superintendent*, Millbury, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

C. S. Mellen, New Haven, Conn. E. H. McHenry, New Haven, Conn. H.
M. Kochersperger, New Haven, Conn. Edwin Milner, Moosup, Conn.
Robert W. Taft, Providence, R. I. Timothy E. Byrnes, Boston, Mass.
William Skinner, Holyoke, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

C. S. MELLEN,
E. H. McHENRY,
H. M. KOCHERSPERGER,
ROBERT W. TAFT,
TIMOTHY E. BYRNES,

Directors.

A. S. MAY,

Treasurer.

J. W. ANDERSON,

Superintendent.

STATE OF CONNECTICUT.

COUNTY OF NEW HAVEN, ss. Nov. 3, 1905. Then personally appeared the above-named C. S. Mellen, E. H. McHenry, H. M. Kochersperger, Timothy E. Byrnes and A. S. May, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR W. BOWMAN,

Notary Public.

STATE OF RHODE ISLAND.

COUNTY OF PROVIDENCE, ss. Nov. 4, 1905. Then personally appeared the within-named Robert W. Taft, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

NATHANIEL W. SMITH,

Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 13, 1905. Then personally appeared the within-named J. W. Anderson, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

IRA N. GODDARD,

Notary Public.

REPORT

OF THE

WORCESTER CONSOLIDATED STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | | |
|--|-------------|----------------|
| Gross earnings from operation, | | \$1,379,015 46 |
| Operating expenses, | | 821,679 83 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | | \$557,335 63 |
| Charges upon income accrued during the year: | | |
| Interest on funded debt, | \$49,950 00 | |
| Interest and discount on unfunded debts and loans, | 87,905 04 | |
| Taxes, State and local, | \$76,152 22 | |
| Taxes, commutation, | 30,662 14 | |
| | 106,814 36 | |
| Rentals of leased railways: | | |
| North End Street Railway, | \$8,000 00 | |
| Worcester & Shrewsbury Street Railway, | 1,000 00 | |
| Worcester & Shrewsbury Railroad, | 3,750 00 | |
| | 12,750 00 | |
| Other deductions from income: | | |
| Reconstruction, | \$23,400 00 | |
| Rent and expense of Lincoln Park, | 30,492 74 | |
| Rent of power house, | 50,000 00 | |
| | 103,892 74 | |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . | | 361,312 14 |
| NET DIVISIBLE INCOME, | | \$196,023 49 |
| Dividends declared (5½ per cent), | | 195,250 00 |
| Surplus for the year ending September 30, 1905, | | \$773 49 |
| Amount of surplus September 30, 1904, | | 337,015 02 |
| Credits to profit and loss account during the year: adjustment of insurance account, | \$832 26 | |
| Debits to profit and loss account during the year: | | |
| Adjustment of material and supplies account, | \$13,231 25 | |
| Adjustment of bills receivable account, | 700 20 | |
| TOTAL DEBITS, | 13,931 45 | |
| NET AMOUNT DEBITED TO PROFIT AND LOSS, | | 13,099 19 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | | \$824,689 32 |

| EARNINGS FROM OPERATION. | |
|---|----------------|
| Receipts from passengers carried, | \$1,362,749 01 |
| Receipts from carriage of mails, | 1,999 24 |
| Receipts from tolls for use of tracks by other companies, | 3,250 00 |
| Receipts from rentals of buildings and other property, | 2,487 94 |
| Receipts from advertising in cars, | 3,500 00 |
| Receipts from interest on deposits, | 1,482 28 |
| Other earnings from operation: | |
| Chartered cars, | 2,046 99 |
| Transportation of mail carriers, | 1,500 00 |
| GROSS EARNINGS FROM OPERATION, | \$1,379,015 46 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$40,225 21 |
| General office expenses and supplies, | 4,767 18 |
| Legal expenses, | 3,398 26 |
| Insurance, | 20,303 25 |
| Other general expenses: store room, \$2,369.15; advertising and attractions, \$2,707 36; miscellaneous general, \$10,-257 52, | 15,334 03 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 27,095 29 |
| Repair of electric line construction, | 12,401 24 |
| Repair of buildings, | 5,304 53 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 54,705 13 |
| Repair of electric equipment of cars, | 39,556 27 |
| Renewal of horses, harnesses, shoeing, etc., | 1,340 68 |
| Provender and stabling for horses, | 4,723 37 |
| Transportation expenses: | |
| Cost of electric motive power, \$194,179.68; less power sold, \$6,561 31; net, | 187,618 37 |
| Wages and compensation of persons employed in conducting transportation, | 289,667 98 |
| Removal of snow and ice, | 12,353 65 |
| Damages for injuries to persons and property, | 68,137 45 |
| Tolls for trackage over other railways, | 615 75 |
| Rentals of buildings and other property, | 224 50 |
| Other transportation expenses: repairs and renewals of tools and machinery, \$3,497.15; miscellaneous car service expense and supplies, \$18,458 75; cleaning, oiling and sanding track, \$8,876.06; hired equipment, \$3,075.73, | 33,907 69 |
| TOTAL OPERATING EXPENSES, | \$821,679 83 |
| PROPERTY ACCOUNTS. | |
| Additions to railway: | |
| Extension of tracks (portion of 16 miles of new road), | \$197,549 27 |
| New electric line construction (portion of 16 miles of new road), | 7,618 60 |
| Other additions to railway: State highway, | 6,158 22 |
| TOTAL ADDITIONS TO RAILWAY, | \$211,326 09 |

| | | |
|--|-------------|--------------|
| Additions to equipment: | | |
| Additional cars (4 in number), | \$9,039 33 | |
| Electric equipment of same, | 8,830 35 | |
| Other additions to equipment, | 4,316 20 | |
| TOTAL ADDITIONS TO EQUIPMENT, | | \$22,185 88 |
| Additions to land and buildings: | | |
| Additional land necessary for operation of railway, | \$23,404 67 | |
| Additional equipment of power stations, | 4,350 94 | |
| New buildings necessary for operation of railway, | 6,099 28 | |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | | 33,854 89 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$267,366 86 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): | | |
| Sale of cars, | \$615 93 | |
| Motors and controllers, | 235 00 | |
| TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, | | 850 93 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | | \$266,515 93 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | | DR. | |
|---|----------------|-----|----------------|
| Cost of railway: | | | |
| Roadbed and tracks, | \$2,929,029 51 | | |
| Electric line construction, including poles, wiring, feeder lines, etc, | 506,223 20 | | |
| Interest accrued during construction of railway, | 1,638 53 | | |
| Engineering and other expenses incident to construction, | 84,898 22 | | |
| Other items of railway cost: State highway, | 90,090 89 | | |
| TOTAL COST OF RAILWAY OWNED, | | | \$3,611,880 35 |
| Cost of equipment: | | | |
| Cars and other rolling stock and vehicles, | \$628,848 18 | | |
| Electric equipment of same, | 627,269 75 | | |
| Other items of equipment, | 152,324 33 | | |
| TOTAL COST OF EQUIPMENT OWNED, | | | 1,408,442 26 |
| Cost of land and buildings: | | | |
| Land necessary for operation of railway, | \$289,912 65 | | |
| Electric power stations, including equipment, | 432,428 96 | | |
| Other buildings necessary for operation of railway, | 561,942 74 | | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | | 1,284,284 35 |
| Other permanent property: parks and park buildings, | | | 44,052 89 |
| TOTAL PERMANENT INVESTMENTS, | | | \$6,348,659 85 |
| Cash and current assets: | | | |
| Cash, | \$41,071 12 | | |
| Bills and accounts receivable, | 91,867 86 | | |
| Sinking and other special funds, | 1,000 00 | | |
| Other cash and current assets: reconstruction of track, | 180,318 73 | | |
| TOTAL CASH AND CURRENT ASSETS, | | | 314,257 71 |

| | | | |
|---|-------------|-----|----------------|
| Miscellaneous assets: | | | |
| Materials and supplies, | \$126,259 | 25 | |
| Other assets and property: | | | |
| Prepaid interest, | 2,341 | 37 | |
| Prepaid fire insurance, | 15,204 | 93 | |
| TOTAL MISCELLANEOUS ASSETS, | | | \$143,805 55 |
| TOTAL, | | | \$6,806,723 11 |
| LIABILITIES. | | CR. | |
| Capital stock, | | | \$3,550,000 00 |
| Funded debt, | | | 1,060,000 00 |
| Real estate mortgages, | | | 59,500 00 |
| Current liabilities: | | | |
| Loans and notes payable, | \$1,525,000 | 00 | |
| Audited vouchers and accounts, | 218,455 | 63 | |
| Rentals due and unpaid (including rentals due October 1), | 24,700 | 00 | |
| TOTAL CURRENT LIABILITIES, | | | 1,768,155 63 |
| Accrued liabilities: | | | |
| Interest accrued and not yet due, | \$28,734 | 78 | |
| Rentals accrued and not yet due, | 2,520 | 83 | |
| Miscellaneous accrued liabilities: accident insurance, | 13,122 | 55 | |
| TOTAL ACCRUED LIABILITIES, | | | 44,378 16 |
| Profit and loss balance (surplus), | | | 324,689 32 |
| TOTAL, | | | \$6,806,723 11 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$4,345,000 | 00 | |
| Capital stock authorized by votes of company, | 3,550,000 | 00 | |
| Capital stock issued and outstanding, | | | \$3,550,000 00 |
| Number of shares issued and outstanding, | 35,500 | | |
| Number of stockholders, | 28 | | |
| Number of stockholders in Massachusetts, | 26 | | |
| Amount of stock held in Massachusetts, | \$3,548,900 | 00 | |

REAL ESTATE MORTGAGES.

| DESCRIPTION OF MORTGAGED PROPERTY. | Rate of Interest. | Mortgage when Due. | Amount. | Interest Paid during the Year. |
|--|-------------------|--------------------|-------------|--------------------------------|
| Land on Shrewsbury Street, Worcester. | Per Cent. 5 | Demand, . | \$4,500 00 | \$225 00 |
| Land corner of Main and Market streets, Worcester. | 4 | Demand, . | 30,000 00 | 1,200 00 |
| Land in Fitchburg, | 4½ | Demand, . | 10,000 00 | 450 00 |
| Land on Union Street, Worcester, . | 4½ | Demand, . | 15,000 00 | 675 00 |
| TOTALS, | | | \$59,500 00 | \$2,550 00 |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| Worcester Consolidated Street Railway Company debentures. | 4½ | March 1, 1920, | \$700,000 00 | \$31,500 00 |
| Worcester & Marlborough Street Railway Company first mortgage. | 5 | Oct. 1, 1917, | 200,000 00 | 10,000 00 |
| Worcester & Clinton Street Railway Company first mortgage. | 5 | Jan. 1, 1919, | 115,000 00 | 5,750 00 |
| Leominster & Clinton Street Railway Company coupon notes. | 6 | April 1, 1912, | 45,000 00 | 2,700 00 |
| TOTALS, | | | \$1,060,000 00 | \$49,950 00 |

SINKING AND OTHER SPECIAL FUNDS.

| | |
|---|------------|
| Amount September 30, 1904, of sinking fund, | \$1,000 00 |
| TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1905, | \$1,000 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|---|------------|
| Number of passengers paying revenue carried during the year, | 27,722,407 |
| Number carried per mile of main railway track operated, | 199,831 |
| Number of car miles run, | 5,079,865 |
| Average number of persons employed, | 753 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 144 | 140 | 139 | - |
| Open passenger cars, | 166 | 163 | - | 772 |
| TOTAL, | 310 | 303 | 139 | 772 |
| CARS — OTHER SERVICE. | | | | |
| Platform freight cars, | 5 | 5 | - | - |
| Work cars, | 3 | 3 | - | - |
| Other cars, | 7 | 7 | - | - |
| TOTAL, | 15 | 15 | - | - |
| Snow ploughs, | 36 | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|---|----|
| Carts and snow sleds, | 10 |
| Other highway vehicles: 7 tower wagons, 8 express wagons, 12 road machines, 7 buggies, | 34 |
| Horses, | 16 |
| Other items of equipment: harnesses, | 16 |

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Held under Lease or Contract. | Trackage over Other Railways. | Total Owned, Leased, etc. |
|---|---------|-------------------------------------|-------------------------------------|---------------------------------|
| | Miles. | Miles. | Miles. | Miles. |
| Length of railway line, | 109.420 | 8.120 | .490 | 118.030 |
| Length of second main track, | 20.699 | - | - | 20.699 |
| TOTAL LENGTH OF MAIN TRACK, | 130.119 | 8.120 | .490 | 138.729 |
| Length of sidings, switches, etc, | 3.372 | .719 | - | 4.091 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 133.491 | 8.839 | .490 | 142.820 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 8.080 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Worcester, Fitchburg, Leominster, Lancaster, Clinton, Berlin, Hudson, Boylston, Shrewsbury, Westborough, Marlborough, Grafton, Millbury, Leicester, Spencer and Northborough.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of railways with railroads at grade (14 in number), viz.: — | | |
| With New York, New Haven & Hartford Railroad, West Berlin, . | 3 | 1 |
| With New York, New Haven & Hartford Railroad, Water Street, Leominster, | 2 | 1 |
| With New York, New Haven & Hartford Railroad, Northborough, With New York, New Haven & Hartford Railroad, Lancaster Street, Leominster, | 1 | 1 |
| With New York, New Haven & Hartford Railroad and Boston & Albany Railroad, Green Street, Worcester, | 6 | 1 |
| With Boston & Albany Railroad and New York, New Haven & Hartford Railroad, Grafton Street, Worcester, | 10 | 1 |
| With Boston & Maine Railroad, Shrewsbury Street, Worcester, . | 3 | 1 |
| With Boston & Maine Railroad, Summer Street, Worcester, . . | 3 | 2 |
| With Boston & Maine Railroad, Thomas Street, Worcester, . . | 2 | 1 |
| With Boston & Maine Railroad, Lincoln Square, Worcester, . . | 3 | 2 |
| With Boston & Maine Railroad, Barber's Crossing, Worcester, . . | 3 | 1 |
| With New York, New Haven & Hartford Railroad, Millbury Street, Worcester, | 2 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 39 | 14 |

Number of above crossings at which *frogs* are inserted in the tracks, 3

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 60 | - | 103 | - | 163 |
| Employees, | - | 2 | 1 | 3 | 1 | 5 |
| Other persons, | - | 10 | 2 | 42 | 2 | 52 |
| TOTALS, | - | 72 | 3 | 148 | 3 | 220 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER CONSOLIDATED STREET RAILWAY COMPANY,
WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Francis H. Dewey, *President and General Counsel*, Worcester, Mass.
A. George Bullock, *Vice-President*, Worcester, Mass. Justin W. Lester,
Treasurer and Clerk of Corporation, Worcester, Mass. Thomas A. Leach,
John B. Gorman and George H. Burgess, *Superintendents*, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

A. George Bullock, Worcester, Mass. Francis H. Dewey, Worcester, Mass.
Alfred D. Foster, Boston, Mass. Francis R. Hart, Boston, Mass. Pierre Jay,
Boston, Mass. Frederick W. Kendrick, New York, N. Y. Lincoln N. Kinnicutt,
Worcester, Mass. Stephen Salisbury, Worcester, Mass. Charles E.
Ware, Fitchburg, Mass. Samuel E. Winslow, Worcester, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

F. H. DEWEY,
A. G. BULLOCK,
STEPHEN SALISBURY,
PIERRE JAY,
FRANCIS R. HART,
SAMUEL E. WINSLOW,
Directors.
JUSTIN W. LESTER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. OCT. 31, 1905. Then personally appeared the above-named F. H. Dewey, A. G. Bullock, Stephen Salisbury, Samuel E Winslow, Pierre Jay * and Francis R. Hart,* and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHANDLER BULLOCK,
Justice of the Peace.

* JUSTIN W. LESTER,
Notary Public.

REPORT

OF THE

WORCESTER & HOLDEN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$41,598 13 |
| Operating expenses, | 28,001 41 |
| GROSS INCOME ABOVE OPERATING EXPENSES, . . . | \$13,596 72 |
| Charges upon income accrued during the year : | |
| Interest on funded debt, | \$6,325 00 |
| Interest and discount on unfunded debts and loans, | 3,858 54 |
| Taxes, State and local, | \$975 28 |
| Taxes, commutation, | 247 73 |
| | 1,223 01 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . | 11,406 55 |
| Surplus for the year ending September 30, 1905, . . . | \$2,190 17 |
| Amount of surplus September 30, 1904, | 8,448 52 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$10,638 69 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$39,671 60 |
| Receipts from carriage of mails, | 143 10 |
| Receipts from rentals of buildings and other property, . . | 1,500 00 |
| Receipts from advertising in cars, | 248 81 |
| Receipts from interest on deposits, | 34 62 |
| GROSS EARNINGS FROM OPERATION, | \$41,598 13 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$1,117 83 |
| General office expenses and supplies, | 743 72 |
| Legal expenses, | 129 43 |
| Insurance, | 1,202 70 |
| Maintenance of roadway and buildings : | |
| Repair of roadbed and track, | 789 12 |
| Repair of electric line construction, | 153 47 |
| Repair of buildings, | 64 72 |

| | |
|--|--------------------|
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | \$1,149 76 |
| Repair of electric equipment of cars, | 1,760 78 |
| Transportation expenses: | |
| Cost of electric motive power, | 12,049 39 |
| Wages and compensation of persons employed in conducting transportation, | 8,021 16 |
| Removal of snow and ice, | 242 25 |
| Tolls for trackage over other railways, | 45 47 |
| Other transportation expenses: oils, waste, car supplies, | 531 61 |
| TOTAL OPERATING EXPENSES, | \$28,001 41 |

PROPERTY ACCOUNTS.

| | | |
|--|------------|--------------------|
| Additions to railway: | | |
| Extension of tracks, | \$6,755 38 | |
| New electric line construction, | 52 92 | |
| Other additions to railway: engineering, interest, etc., | 3,696 95 | |
| TOTAL ADDITIONS TO RAILWAY, | | \$10,505 25 |
| Additions to equipment: | | |
| Additional cars, | \$258 88 | |
| Electric equipment of same, | 33 91 | |
| TOTAL ADDITIONS TO EQUIPMENT, | | 292 79 |
| Additions to land and buildings: | | |
| Additional land necessary for operation of railway, | \$72 50 | |
| New electric power stations, including machinery, etc., | 1,051 99 | |
| Other new buildings necessary for operation of railway, | 255 23 | |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | | 1,379 72 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$12,177 76 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| | ASSETS. | DR. |
|--|--------------|---------------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$164,746 09 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 38,952 54 | |
| Interest accrued during construction of railway, | 8,933 33 | |
| Engineering and other expenses incident to construction, | 19,698 29 | |
| TOTAL COST OF RAILWAY OWNED, | | \$232,330 25 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$21,579 35 | |
| Electric equipment of same, | 23,298 90 | |
| Other items of equipment, | 3,376 68 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 48,254 93 |

| | | | |
|--|-----------|------------|--------------|
| Cost of land and buildings: | | | |
| Land necessary for operation of railway, | \$9,036 | 81 | |
| Electric power stations, including equipment, | 39,020 | 65 | |
| Other buildings necessary for operation of railway, | 11,788 | 70 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | | \$59,846 16 |
| TOTAL PERMANENT INVESTMENTS, | | | \$340,431 34 |
| Cash and current assets: | | | |
| Cash, | \$6,620 | 46 | |
| Bills and accounts receivable, | 2,068 | 12 | |
| TOTAL CASH AND CURRENT ASSETS, | | | 8,688 58 |
| Miscellaneous assets: | | | |
| Materials and supplies, | \$3,566 | 86 | |
| Other assets and property: bonds in treasury, | 2,000 | 00 | |
| TOTAL MISCELLANEOUS ASSETS, | | | 5,566 86 |
| TOTAL, | | | \$354,686 78 |
| LIABILITIES. | | Cr. | |
| Capital stock, | | | \$150,000 00 |
| Funded debt, | | | 150,000 00 |
| Current liabilities: | | | |
| Loans and notes payable, | \$40,800 | 00 | |
| Audited vouchers and accounts, | 2,073 | 09 | |
| Matured interest coupons unpaid (including coupons due October 1), | 1,175 | 00 | |
| TOTAL CURRENT LIABILITIES, | | | 44,048 09 |
| Profit and loss balance (surplus), | | | 10,638 69 |
| TOTAL, | | | \$354,686 78 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$150,000 | 00 | |
| Capital stock authorized by votes of company, | 150,000 | 00 | |
| Capital stock issued and outstanding, | | | \$150,000 00 |
| Number of shares issued and outstanding, | 1,500 | | |
| Number of stockholders, | 31 | | |
| Number of stockholders in Massachusetts, | 31 | | |
| Amount of stock held in Massachusetts, | \$150,000 | 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|-----------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 5 | Oct. 1, 1923, | \$150,000 00 | \$6,325 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 819,362 |
| Number carried per mile of main railway track operated, . | 71,162 |
| Number of car miles run, | 191,340 |
| Average number of persons employed, | 17 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|---------------------------------|---------------|---------------------------|------------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | |
| Box passenger cars, | 3 | - | 3 | 3 | 12 |
| Open passenger cars, | 4 | - | 4 | - | 16 |
| TOTAL, | 7 | - | 7 | 3 | 28 |
| CARS — OTHER SERVICE. | | | | | |
| Platform freight cars, | - | 1 | - | - | - |
| Work cars, | - | 3 | - | - | - |
| TOTAL, | - | 4 | - | - | - |
| Snow ploughs, | 1 | - | - | - | - |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over Other Railways. | Total Owned, etc. |
|--|-----------------|-------------------------------------|-------------------------|
| Length of railway line, | Miles. 9.384 | Miles. 2.130 | Miles. 11.514 |
| Length of sidings, switches, etc., | .580 | - | .580 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 9.964 | 2.130 | 12.094 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 4.485 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Worcester and Holden.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & HOLDEN STREET RAILWAY COMPANY,
HOLDEN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry W. Warren, *President*, Holden, Mass. Otis E. Putnam, *Vice-President*, Worcester, Mass. Edgar S. Douglass, *Treasurer, Clerk of Corporation and Superintendent*, Holden, Mass. Charles C. Milton, *General Counsel*, Worcester, Mass. Lewis C. Muzzy, *Auditor*, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry W. Warren, Holden, Mass. Otis E. Putnam, Worcester, Mass. Stephen Salisbury, Worcester, Mass. Francis Murdock, Newton, Mass. Albion R. Clapp, Wellesley Hills, Mass. Charles C. Milton, Worcester, Mass. James E. Fuller, Worcester, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HENRY W. WARREN,
ALBION R. CLAPP,
OTIS E. PUTNAM,
J. E. FULLER,
E. S. DOUGLASS,
E. S. DOUGLASS,
Directors.
Treasurer.
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. DEC. 9, 1905. Then personally appeared the above-named Henry W. Warren, Albion R. Clapp, Otis E. Putnam, J. E. Fuller and E. S. Douglass, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEORGE A. GASKILL,
Justice of the Peace.

REPORT

OF THE

WORCESTER, ROCHDALE & CHARLTON DEPOT STREET RAILWAY COMPANY

FOR THE PERIOD ENDING DECEMBER 31, 1904.

[Operated by the Worcester & Southbridge. Consolidated with the Worcester & Southbridge December 31, 1904.]

GENERAL EXHIBIT FOR THE PERIOD.

| | |
|--|--------------------|
| Rental received from lease of railway, | \$900 00 |
| Expenses and charges upon income accrued during the period : interest on funded debt, | \$900 00 |
| Amount of deficit September 30, 1904, | \$56,082 78 |
| TOTAL DEFICIT DECEMBER 31, 1904, | \$56,082 78 |

GENERAL BALANCE SHEET DECEMBER 31, 1904.

| ASSETS. | DR. | |
|--|-----|---------------------|
| Cost of railway, | | \$109,917 22 |
| Profit and loss balance (deficit), | | 56,082 78 |
| TOTAL, | | \$166,000 00 |
| LIABILITIES. | CR. | |
| Capital stock, | | \$40,000 00 |
| Funded debt, | | 40,000 00 |
| Current liabilities : loans and notes payable, | | 86,000 00 |
| TOTAL, | | \$166,000 00 |

CAPITAL STOCK.

| | | |
|---|-------------|-------------|
| Capital stock authorized by law, | \$40,000 00 | |
| Capital stock authorized by votes of company, | 40,000 00 | |
| Capital stock issued and outstanding, | | \$40,000 00 |
| Number of shares issued and outstanding, | 400 | |
| Number of stockholders, | 5 | |
| Number of stockholders in Massachusetts, | 1 | |
| Amount of stock held in Massachusetts, | \$100 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Period. |
|-------------------------------|-------------------|-------------------|---------------------|----------------------------------|
| First mortgage bonds, | Per Cent. 4½ | July 1, 1923, . | \$40,000 00 | - |

RAILWAY OWNED.

| | |
|--|--------------|
| Length of railway line, | 1.500 miles. |
| Length of second main track, | 1.500 " |
| Total, computed as single track, | 3.000 " |

Names of the several cities and towns in which the railway owned by the company is located: Worcester.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER, ROCHDALE & CHARLTON DEPOT STREET RAILWAY COMPANY,
NEW HAVEN, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

F. S. Curtis, *President*, Boston, Mass. Edwin Milner, *Vice-President*, Moosup, Conn. A. S. May, *Treasurer*, New Haven, Conn. John G. Parker, *Clerk of Corporation*, New Haven, Conn. H. M. Kochersperger, *Auditor*, New Haven, Conn.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

F. S. Curtis, Boston, Mass. C. S. Mellen, New Haven, Conn. Edwin Milner, Moosup, Conn. E. H. McHenry, New Haven, Conn. Charles F. Brooker, Ansonia, Conn.

We hereby certify that the statements contained in the foregoing report are full, just and true.

C. S. MELLEN,
FAYETTE S. CURTIS,
E. H. McHENRY,
Directors.
A. S. MAY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, NOV. 28, 1905. Then personally appeared the above-named Fayette S. Curtis, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

GEO. B. PHIPPEN,
Justice of the Peace.

STATE OF CONNECTICUT.

COUNTY OF NEW HAVEN, SS. NOV. 29, 1905. Then personally appeared the above-named C. S. Mellen, E. H. McHenry and A. S. May, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HARRY A. FABIAN,
Notary Public.

REPORT

OF THE

WORCESTER & SHREWSBURY RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

[Leased to and operated by the Worcester Consolidated.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Rental received from lease of railway, | \$2,650 00 |
| Income from other sources: interest on \$22,000 bonds at 5 per cent, | 1,100 00 |
| GROSS INCOME, | \$3,750 00 |
| Expenses and charges upon income accrued during the year: interest on funded debt, | 1,100 00 |
| NET DIVISIBLE INCOME, | \$2,650 00 |
| Dividends declared ($7\frac{22}{100}$ per cent on \$36,700), | 2,649 74 |
| Surplus for the year ending September 30, 1905, | \$0 26 |
| Amount of surplus September 30, 1904, | 64,692 51 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$64,692 77 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | DR. |
|---|--------------|
| Cost of railway: roadbed and tracks, | \$70,803 58 |
| Cost of equipment: cars and other rolling stock and vehicles, | 52,710 86 |
| TOTAL PERMANENT INVESTMENTS, | \$123,514 44 |
| Cash and current assets: cash, | 3 33 |
| TOTAL, | \$123,517 77 |
| LIABILITIES. | CR. |
| Capital stock, | \$36,825 00 |
| Funded debt, | 22,000 00 |
| Profit and loss balance (surplus), | 64,692 77 |
| TOTAL, | \$123,517 77 |

CAPITAL STOCK.

| | | |
|---|-------------|--------------------|
| Capital stock authorized by law, | \$40,000 00 | |
| Capital stock authorized by votes of company, | 36,700 00 | |
| Capital stock issued and outstanding, | | \$36,700 00 |
| Amount paid in on shares not yet issued, | | 125 00 |
| TOTAL CAPITAL STOCK LIABILITY, | | \$36,825 00 |
| Number of shares issued and outstanding, | 367 | |
| Number of stockholders, | 6 | |
| Number of stockholders in Massachusetts, | 6 | |
| Amount of stock held in Massachusetts, | \$36,700 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|-------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 5 | Jan. 1, 1905, . | \$22,000 00 | \$1,100 00 |

RAILWAY OWNED.

| | |
|--|--------------|
| Length of railway line, | 2.700 miles. |
| Length of sidings, switches, etc., | .550 " |
| Total computed as single track, | 3.250 " |

Names of the several cities and towns in which the railway owned by the company is located: Worcester.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & SHREWSBURY RAILROAD COMPANY,

11 FOSTER STREET, ROOM 6, WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Horace H. Bigelow, *President*, 11 Foster Street, Worcester, Mass. Irving E. Bigelow, *Treasurer and Clerk of Corporation*, 11 Foster Street, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Horace H. Bigelow, Worcester, Mass. James M. Drennan (deceased). George A. Stevens, Worcester, Mass. Francis H. Bigelow, Worcester, Mass. Irving E. Bigelow, Shrewsbury, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HORACE H. BIGELOW,
GEO. A. STEVENS,
FRANCIS H. BIGELOW,
IRVING E. BIGELOW,

Directors.

IRVING E. BIGELOW,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. WORCESTER, Nov. 23, 1905. Then personally appeared the above-named Horace H. Bigelow, Francis H. Bigelow and Irving E. Bigelow, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRED A. WALKER,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. WORCESTER, Nov. 24, 1905. Then personally appeared the above-named George A. Stevens, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

FRED A. WALKER,

Justice of the Peace.

REPORT

OF THE

WORCESTER & SHREWSBURY STREET RAILWAY
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

[Leased to and operated by the Worcester Consolidated.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|------------|
| Rental received from lease of railway, | \$1,000 00 |
| Dividends declared (5 per cent), | \$1,000 00 |
| Amount of surplus September 30, 1904, | \$22 05 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$22 05 |

| GENERAL BALANCE SHEET SEPTEMBER 30, 1905. | |
|---|-------------|
| ASSETS. | DR. |
| Cost of railway: | |
| Roadbed and tracks, | \$9,263 00 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 2,137 00 |
| Interest accrued during construction of rail- way, | 300 00 |
| TOTAL COST OF RAILWAY OWNED, | \$11,700 00 |
| Cost of equipment: | |
| Cars and other rolling stock and vehicles, | \$2,800 00 |
| Electric equipment of same, | 3,500 00 |
| Other items of equipment, | 2,000 00 |
| TOTAL COST OF EQUIPMENT OWNED, | 8,300 00 |
| TOTAL PERMANENT INVESTMENTS, | \$20,000 00 |
| Cash and current assets: cash, | 22 05 |
| TOTAL, | \$20,022 05 |

| LIABILITIES. | | | | | | Cr. | |
|---|---|---|---|---|---|-------------|-------------|
| Capital stock, | . | . | . | . | . | . | \$20,000 00 |
| Profit and loss balance (surplus), | . | . | . | . | . | . | 22 05 |
| TOTAL, | . | . | . | . | . | . | \$20,022 05 |
| CAPITAL STOCK. | | | | | | | |
| Capital stock authorized by law, | . | . | . | . | . | \$20,000 00 | |
| Capital stock authorized by votes of company, | . | . | . | . | . | 20,000 00 | |
| Capital stock issued and outstanding, | . | . | . | . | . | . | \$20,000 00 |
| Number of shares issued and outstanding, | . | . | . | . | . | 200 | |
| Number of stockholders, | . | . | . | . | . | 6 | |
| Number of stockholders in Massachusetts, | . | . | . | . | . | 6 | |
| Amount of stock held in Massachusetts, | . | . | . | . | . | \$20,000 00 | |

RAILWAY OWNED.

| | | | | | | | |
|------------------------------------|---|---|---|---|---|---|------------|
| Length of railway line, | . | . | . | . | . | . | .425 mile. |
| Length of sidings, switches, etc., | . | . | . | . | . | . | .034 " |
| Total, computed as single track, | . | . | . | . | . | . | .459 " |

Names of the several cities and towns in which the railway owned by the company is located: Worcester.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & SHREWSBURY STREET RAILWAY COMPANY,
11 FOSTER STREET, ROOM 6, WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Horace H. Bigelow, *President and Treasurer*, 11 Foster Street, Worcester, Mass. Irving E. Bigelow, *Clerk of Corporation*, 11 Foster Street, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Horace H. Bigelow, Worcester, Mass. James M. Drennan (deceased). Julian F. Bigelow, Worcester, Mass. Francis H. Bigelow, Worcester, Mass. Irving E. Bigelow, Shrewsbury, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HORACE H. BIGELOW,
JULIAN F. BIGELOW,
FRANCIS H. BIGELOW,
IRVING E. BIGELOW,
Directors.
HORACE H. BIGELOW,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. WORCESTER, Nov. 23, 1905. Then personally appeared the above-named Horace H. Bigelow, Francis Bigelow and Irving E. Bigelow, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRED A. WALKER,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. WORCESTER, Nov. 24, 1905. Then personally appeared the above-named Julian F. Bigelow, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

FRED A. WALKER,

Justice of the Peace.

REPORT

OF THE

WORCESTER & SOUTHBRIDGE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|--------------|
| Gross earnings from operation, | \$119,294 75 |
| Operating expenses, | 67,846 01 |
| NET EARNINGS FROM OPERATION, | \$51,448 74 |
| Miscellaneous income: | |
| Park earnings, | \$1,539 30 |
| Slot machines, | 123 50 |
| TOTAL MISCELLANEOUS INCOME, | 1,662 80 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$53,111 54 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$26,800 00 |
| Interest and discount on unfunded debts and loans, | 22,949 22 |
| Taxes, State and local, | 6,187 68 |
| Rentals of leased railways: Worcester, Rochdale & Charlton Depot Street Railway, | 900 00 |
| Other deductions from income: park expenses, | 2,925 70 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 59,762 60 |
| Deficit for the year ending September 30, 1905, | \$6,651 06 |
| Amount of deficit September 30, 1904, | 645,573 98 |
| Credits to profit and loss account during the year: | |
| Inventory adjustment, | \$4,979 41 |
| Southbridge & Sturbridge Street Railway Company surplus, | 15,956 20 |
| Reduction of floating debt, | 587,000 00 |
| TOTAL CREDITS, | \$607,935 61 |
| Debits to profit and loss account during the year: | |
| Worcester, Rochdale & Charlton Depot Street Railway Company deficit, | \$56,082 78 |
| Premium on Southbridge & Sturbridge Street Railway Company bonds called, | 1,800 00 |
| TOTAL DEBITS, | 57,882 78 |
| NET AMOUNT CREDITED TO PROFIT AND LOSS, | 550,052 83 |
| TOTAL DEFICIT SEPTEMBER 30, 1905, | \$102,172 21 |

EARNINGS FROM OPERATION.

| | |
|--|---------------------|
| Receipts from passengers carried, | \$115,739 35 |
| Receipts from carriage of mails, | 2,066 33 |
| Receipts from carriage of express and parcels, | 150 42 |
| Receipts from carriage of freight, | 626 15 |
| Receipts from rentals of buildings and other property, | 337 50 |
| Receipts from advertising in cars, | 375 00 |
| GROSS EARNINGS FROM OPERATION, | \$119,294 75 |

EXPENSES OF OPERATION.

| | |
|--|--------------------|
| General expenses : | |
| Salaries of general officers and clerks, | \$1,672 19 |
| General office expenses and supplies, | 274 34 |
| Legal expenses, | 44 25 |
| Insurance, | 1,687 41 |
| Other general expenses, | 1,074 81 |
| Maintenance of roadway and buildings : | |
| Repair of roadbed and track, | 4,186 44 |
| Repair of electric line construction, | 1,064 61 |
| Repair of buildings, | 218 14 |
| Maintenance of equipment : | |
| Repair of cars and other vehicles, | 3,353 27 |
| Repair of electric equipment of cars, | 2,452 61 |
| Transportation expenses : | |
| Cost of electric motive power, \$21,625.70; less power sold, \$2,273.16; net, | 19,352 54 |
| Wages and compensation of persons employed in conduct- ing transportation, | 30,286 85 |
| Removal of snow and ice, | 816 14 |
| Damages for injuries to persons and property, | 459 80 |
| Tolls for trackage over other railways, | 686 15 |
| Other transportation expenses: hired equipment, | 216 46 |
| TOTAL OPERATING EXPENSES, | \$67,846 01 |

PROPERTY ACCOUNTS.

| | |
|--|---------------------|
| Additions to railway: property of Worcester, Rochdale & Charlton Depot Street Railway Company, \$109,917.22; property of Southbridge & Sturbridge Street Railway Company, \$120,632.46, | \$230,549 68 |
| Additions to equipment: property of Southbridge & Stur- bridge Street Railway Company, | 22,544 41 |
| Additions to land and buildings : | |
| New electric power stations, including ma- chinery, etc., | \$225 00 |
| Property of Southbridge & Sturbridge Street Railway Company, | 9,843 96 |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | 10,068 96 |
| Additions to other permanent property: property of South- bridge Street Railway Company, | 8,437 06 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$271,600 11 |

| GENERAL BALANCE SHEET SEPTEMBER 30, 1905. | | | |
|---|--------------|-----|----------------|
| ASSETS. | | DR. | |
| Cost of railway : | | | |
| Roadbed and tracks, | \$749,809 25 | | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 121,264 28 | | |
| TOTAL COST OF RAILWAY OWNED, | | | \$871,073 53 |
| Cost of equipment : | | | |
| Cars and other rolling stock and vehicles, . . | \$187,244 41 | | |
| Other items of equipment: office furniture, . | 356 04 | | |
| TOTAL COST OF EQUIPMENT OWNED, | | | 187,600 45 |
| Cost of land and buildings : | | | |
| Land necessary for operation of railway, . . | \$29,970 00 | | |
| Other buildings necessary for operation of railway, | 310,428 25 | | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, . . | | | 340,398 25 |
| Other permanent property : | | | |
| Park, | \$5,437 06 | | |
| Tenement property, | 3,000 00 | | |
| TOTAL COST OF OTHER PERMANENT PROPERTY OWNED, | | | 8,437 06 |
| TOTAL PERMANENT INVESTMENTS, | | | \$1,407,509 29 |
| Cash and current assets : | | | |
| Cash, | \$17,597 83 | | |
| Bills and accounts receivable, | 2,188 64 | | |
| Other cash and current assets : | | | |
| Cash in hands of agents, | 607 10 | | |
| Prepaid insurance, | 1,085 62 | | |
| Bank deposits account coupons, | 35,992 50 | | |
| TOTAL CASH AND CURRENT ASSETS, | | | 57,471 69 |
| Miscellaneous assets: materials and supplies, | | | 11,342 74 |
| Profit and loss balance (deficit), | | | 102,172 21 |
| TOTAL, | | | \$1,578,495 93 |
| LIABILITIES. | | CR. | |
| Capital stock, \$700,000 00 | | | |
| Funded debt, 700,000 00 | | | |
| Current liabilities : | | | |
| Loans and notes payable, | \$100,000 00 | | |
| Audited vouchers and accounts, | 17,189 91 | | |
| Matured interest coupons unpaid (including coupons due October 1), | 35,992 50 | | |
| Miscellaneous current liabilities: employees' deposit account, | 38 50 | | |
| TOTAL CURRENT LIABILITIES, | | | 153,220 91 |
| Accrued liabilities : | | | |
| Interest accrued and not yet due, | \$18,909 59 | | |
| Taxes accrued and not yet due, | 6,365 43 | | |
| TOTAL ACCRUED LIABILITIES, | | | 25,275 02 |
| TOTAL, | | | \$1,578,495 93 |

CAPITAL STOCK.

| | | |
|---|--------------|--------------|
| Capital stock authorized by law, | \$700,000 00 | \$700,000 00 |
| Capital stock authorized by votes of company, | 700,000 00 | |
| Capital stock issued and outstanding, | | |
| Number of shares issued and outstanding, | 7,000 | |
| Number of stockholders, | 9 | |
| Number of stockholders in Massachusetts, | 1 | |
| Amount of stock held in Massachusetts, | \$300 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| First mortgage bonds, | 4½ | Sept. 1, 1922, . | \$500,000 00 | \$22,500 00 |
| First mortgage bonds, | 4½ | June 1, 1925, . | 200,000 00 | 3,000 00 |
| TOTALS, | | | \$700,000 00 | \$25,500 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 2,072,926 |
| Number carried per mile of main railway track operated, | 68,914 |
| Number of car miles run, | 548,469 |
| Average number of persons employed, | 76 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Total Passenger Cars. | Equipped with Penders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|------------------------------|---------------|-----------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | | |
| Box passenger cars, | 14 | - | 14 | 14 | 14 | 40 |
| Open passenger cars, | 16 | 9 | 25 | 25 | - | 56 |
| TOTAL, | 30 | 9 | 39 | 39 | 14 | 96 |
| CARS — OTHER SERVICE. | | | | | | |
| Box freight cars, | - | 3 | - | - | - | - |
| Platform freight cars, | - | 6 | - | - | - | - |
| Mall cars, | 2 | 2 | - | 4 | 4 | 8 |
| Work cars, | 1 | 8 | - | - | - | 4 |
| TOTAL, | 3 | 19 | - | 4 | 4 | 12 |
| Snow ploughs, | 4 | 1 | - | - | - | 16 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over Other Railways. | Total Owned, etc. |
|--|------------------|-------------------------------------|-------------------------|
| Length of railway line, | Miles. 25.960 | Miles. 2.360 | Miles. 28.320 |
| Length of second main track, | 1.760 | - | 1.760 |
| TOTAL LENGTH OF MAIN TRACK, | 27.720 | 2.360 | 30.080 |
| Length of sidings, switches, etc., | 2.990 | - | 2.990 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 30.710 | 2.360 | 33.070 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|---------------|
| Length of railway line, | 11.530 miles. |
|-----------------------------------|---------------|

Names of the several cities and towns in which the railways operated by the company are located: Worcester, Auburn, Oxford, Charlton, Southbridge and Sturbridge.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | 1 | 1 | - | 3 | 1 | 4 |
| Employees, | - | 1 | - | - | - | 1 |
| Other persons, | - | - | 1 | 2 | 1 | 2 |
| TOTALS, | 1 | 2 | 1 | 5 | 2 | 7 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & SOUTHBRIDGE STREET RAILWAY COMPANY,
NEW HAVEN, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

C. S. Mellen, *President*, New Haven, Conn. Edwin Milner, *Vice-President*, Moosup, Conn. A. S. May, *Treasurer*, New Haven, Conn. John G. Parker, *Clerk of Corporation*, New Haven, Conn. H. M. Kochersperger, *Auditor*, New Haven, Conn. Samuel Anderson, *General Manager*, Dayville, Conn. J. B. Potter, *Superintendent*, Webster, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Timothy E. Byrnes, Boston, Mass. Charles S. Mellen, New Haven, Conn.
George J. Brush, New Haven, Conn. Charles F. Brooker, Ansonia, Conn.
Edwin Milner, Moosup, Conn. Frank W. Cheney, South Manchester,
Conn. Robert W. Taft, Providence, R. I. Hiram M. Kochersperger, New
Haven, Conn. E. H. McHenry, New Haven, Conn.

We hereby certify that the statements contained in the foregoing report are full, just and true.

C. S. MELLEN,
TIMOTHY E. BYRNES,
ROBERT W. TAFT,
GEO. J. BRUSH,
E. H. MCHENRY,
A. S. MAY,

Directors.
Treasurer.

STATE OF RHODE ISLAND.

PROVIDENCE, ss. Nov. 27, 1905. Then personally appeared the within-named Robert W. Taft, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

NATHANIEL W. SMITH,
Notary Public.

STATE OF CONNECTICUT.

NEW HAVEN, ss. Nov. 29, 1905. Then personally appeared the above-named C. S. Mellen, Timothy E. Byrnes, Geo. J. Brush, E. H. McHenry and A. S. May, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HARRY A. FABIAN,
Notary Public.

REPORT

OF THE

WORCESTER & WEBSTER STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

[Leased to Webster & Dudley and operated by the Consolidated Railway Company of Connecticut.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|--------------------|
| Rentals received from lease of railway, | \$10,500 00 |
| Expenses and charges upon income accrued during the year: | |
| Interest on funded debt, | \$7,500 00 |
| Other expenses and charges upon income: | |
| payment into sinking fund, | 3,000 00 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, . . . | \$10,500 00 |
| Amount of deficit September 30, 1904, | \$69,637 53 |
| Debits to profit and loss account during the year: sundry old accounts paid, | 3,035 05 |
| TOTAL DEFICIT SEPTEMBER 30, 1905, | \$72,672 58 |

| GENERAL BALANCE SHEET SEPTEMBER 30, 1905. | |
|--|---------------------|
| ASSETS. | DR. |
| Cost of railway: | |
| Roadbed and tracks, | \$209,943 41 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 71,960 34 |
| Engineering and other expenses incident to construction, | 5,058 45 |
| TOTAL COST OF RAILWAY OWNED, | \$286,962 20 |
| Cost of equipment: | |
| Cars and other rolling stock and vehicles, | \$32,521 73 |
| Electric equipment of same, | 56,029 90 |
| Other items of equipment, | 475 00 |
| TOTAL COST OF EQUIPMENT OWNED, | 89,026 63 |

| | | |
|--|------------|--------------|
| Cost of land and buildings : | | |
| Land necessary for operation of railway, . . | \$9,644 68 | |
| Electric power stations, including equip- ment, | 85,893 32 | |
| Other buildings necessary for operation of railway, | 49,353 77 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, . . | | \$144,891 77 |
| TOTAL PERMANENT INVESTMENTS, | | \$520,880 60 |
| Cash and current assets : sinking and other special funds, . . | 15,000 00 | |
| Profit and loss balance (deficit), | 72,672 58 | |
| TOTAL, | | \$608,553 18 |

LIABILITIES.

CR.

| | |
|---|--------------|
| Capital stock, | \$150,000 00 |
| Funded debt, | 150,000 00 |
| Contingent liability : the Consolidated Railway Company for payment of floating debt and amount expended on con- struction, | 293,553 18 |
| Sinking and other special funds : sinking fund for 5 per cent bonds, | 15,000 00 |
| TOTAL, | \$608,553 18 |

PROPERTY ACCOUNTS.

| | | |
|--|-------------|--|
| Additions to railway : | | |
| Extension of tracks (length, .281 mile), . . | \$18,946 77 | |
| New electric line construction, | 22,419 56 | |
| TOTAL ADDITIONS TO RAILWAY, | \$41,366 33 | |

CAPITAL STOCK.

| | | |
|---|--------------|--------------|
| Capital stock authorized by law, | \$150,000 00 | |
| Capital stock authorized by votes of company, | 150,000 00 | |
| Capital stock issued and outstanding, | | \$150,000 00 |
| Number of shares issued and outstanding, . . | 1,500 | |
| Number of stockholders, | 8 | |
| Number of stockholders in Massachusetts, . . | 4 | |
| Amount of stock held in Massachusetts, . . | \$400 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|----------------------|----------------------|------------------------|--------------------------------------|
| | Per Cent. | | | |
| First mortgage bonds, | 5 | Dec. 1, 1919, . | \$150,000 00 | \$7,500 00 |

SINKING AND OTHER SPECIAL FUNDS.

| | |
|---|--------------------|
| Amount September 30, 1904, of sinking fund, | \$12,000 00 |
| Additions during the year to sinking fund, | 3,000 00 |
| TOTAL SINKING AND OTHER SPECIAL FUNDS, SEPTEMBER 30, 1905, | \$15,000 00 |

RAILWAY OWNED.

| | |
|--|---------------|
| Length of railway line, | 15.161 miles. |
| Length of sidings, switches, etc., | .644 " |
| Total, computed as single track, | 15.805 " |

RAILWAY OWNED AND LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|------------|
| Length of railway line, | .644 mile. |
|-----------------------------------|------------|

Names of the several cities and towns in which the railway owned by the company is located: Worcester, Auburn, Oxford and Webster.

GENERAL REMARKS AND EXPLANATIONS.

Leased to Webster & Dudley Street Railway Company. Operated under lease from that company by the Consolidated Railway Company, New Haven, Conn.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & WEBSTER STREET RAILWAY COMPANY,
NEW HAVEN, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edgar S. Hill, *President*, Webster, Mass. A. S. May, *Treasurer*, New Haven, Conn. John G. Parker, *Clerk of Corporation*, New Haven, Conn.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edgar S. Hill, Webster, Mass. Timothy E. Byrnes, Boston, Mass. Fayette S. Curtis, Boston, Mass. William Skinner, Holyoke, Mass. Chas. S. Mcllen, New Haven, Conn. Robert W. Taft, Providence, R. I. Edwin Milner, Moosup, Conn.

We hereby certify that the statements contained in the foregoing report are full, just and true.

C. S. MELLEN,
TIMOTHY E. BYRNES,
ROBERT W. TAFT,
A. S. MAY,

Directors.
Treasurer.

STATE OF CONNECTICUT.

COUNTY OF NEW HAVEN, ss. Nov. 3, 1905. Then personally appeared the above-named C. S. Mellen, Timothy E. Byrnes and A. S. May, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, ARTHUR W. BOWMAN,
Notary Public.

STATE OF RHODE ISLAND.

PROVIDENCE, ss. Nov. 4, 1905. Then personally appeared the within-named Robert W. Taft, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, NATHANIEL W. SMITH,
Notary Public.

REPORT

OF THE

WORONOCO STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1905.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$90,876 85 |
| Operating expenses, | 60,732 29 |
| NET EARNINGS FROM OPERATION, | \$30,144 56 |
| Miscellaneous income: park earnings, | 1,843 64 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$31,988 20 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$3,750 00 |
| Interest and discount on unfunded debts and loans, | 2,803 38 |
| Taxes, State and local, | \$2,949 90 |
| Taxes, commutation, | 1,629 51 |
| | 4,579 41 |
| Other deductions from income: park expenses, | 4,700 58 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 15,833 37 |
| NET DIVISIBLE INCOME, | \$16,154 83 |
| Dividends declared (6 per cent), | 15,000 00 |
| Surplus for the year ending September 30, 1905, | \$1,154 83 |
| Amount of surplus September 30, 1904, | 5,888 27 |
| TOTAL SURPLUS SEPTEMBER 30, 1905, | \$7,043 10 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$90,551 85 |
| Receipts from advertising in cars, | 325 00 |
| GROSS EARNINGS FROM OPERATION, | \$90,876 85 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$4,829 08 |
| General office expenses and supplies, | 464 94 |
| Legal expenses, | 520 00 |
| Insurance, | 1,549 20 |
| Other general expenses, | 451 62 |

| | |
|--|--------------------|
| Maintenance of roadway and buildings : | |
| Repair of roadbed and track, | \$4,118 11 |
| Repair of electric line construction, | 810 03 |
| Repair of buildings, | 117 59 |
| Maintenance of equipment : | |
| Repair of cars and other vehicles, | 7,042 15 |
| Repair of electric equipment of cars, | 3,233 40 |
| Renewal of horses, harnesses, shoeing, etc., | 240 90 |
| Transportation expenses : | |
| Cost of electric motive power, | 12,415 72 |
| Wages and compensation of persons employed in conducting transportation, | 22,259 76 |
| Removal of snow and ice, | 877 78 |
| Damages for injuries to persons and property, | 164 55 |
| Rentals of buildings and other property, | 550 00 |
| Other transportation expenses, | 1,087 46 |
| TOTAL OPERATING EXPENSES, | \$60,732 29 |

PROPERTY ACCOUNTS.

| | |
|--|--------------------|
| Additions to railway : | |
| Extension of tracks,* | \$2,333 40 |
| Telephone lines and new line of wire to light park from station, | 2,321 46 |
| Other additions to railway: engineering agencies, etc., | 4 90 |
| TOTAL ADDITIONS TO RAILWAY, | \$4,659 76 |
| Additions to equipment : | |
| Additional cars (2 in number) and 1 snow plough, | \$7,076 93 |
| Electric equipment of same, | 4,382 01 |
| TOTAL ADDITIONS TO EQUIPMENT, | 11,458 94 |
| Additions to land and buildings: additional equipment of power stations, | 1,752 34 |
| Additions to other permanent property : | |
| Pequot Park, | \$211 02 |
| Office furniture and fixtures, | 5 02 |
| TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY, | 216 04 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$18,087 08 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): land sold, | 200 00 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | \$17,887 08 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1905.

| ASSETS. | DR. |
|--|---------------------|
| Cost of railway : | |
| Roadbed and tracks, | \$159,167 80 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 41,527 92 |
| Engineering and other expenses incident to construction, | 13,169 45 |
| TOTAL COST OF RAILWAY OWNED, | \$213,865 17 |

* This item represents a portion of the cost of reconstructing old horse car construction on Western Avenue to meet the Western Massachusetts Street Railway.

| | | |
|---|--------------|--------------|
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$49,446 07 | |
| Electric equipment of same, | 36,316 95 | |
| Horses, | 154 50 | |
| Other items of equipment: tools, | 880 25 | |
| TOTAL COST OF EQUIPMENT OWNED, | | \$86,797 77 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$5,041 61 | |
| Electric power stations, including equipment, | 52,135 24 | |
| Other buildings necessary for operation of railway, | 16,995 66 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 74,172 51 |
| Other permanent property: | | |
| Office furniture and fixtures, | \$357 40 | |
| Pequot Park, | 15,323 51 | |
| TOTAL COST OF OTHER PERMANENT PROPERTY OWNED, | | 15,680 91 |
| TOTAL PERMANENT INVESTMENTS, | | \$890,516 36 |
| Cash and current assets: | | |
| Cash, | \$1,823 69 | |
| Bills and accounts receivable, | 238 09 | |
| TOTAL CASH AND CURRENT ASSETS, | | 2,061 78 |
| Miscellaneous assets: materials and supplies, | | 3,329 12 |
| TOTAL, | | \$895,907 26 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$250,000 00 |
| Funded debt, | | 75,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$62,000 00 | |
| Audited vouchers and accounts, | 1,864 16 | |
| TOTAL CURRENT LIABILITIES, | | 63,864 16 |
| Profit and loss balance (surplus), | | 7,043 10 |
| TOTAL, | | \$895,907 26 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$250,000 00 | |
| Capital stock authorized by votes of company, | 250,000 00 | |
| Capital stock issued and outstanding, | | \$250,000 00 |
| Number of shares issued and outstanding, | 2,500 | |
| Number of stockholders, | 73 | |
| Number of stockholders in Massachusetts, | 68 | |
| Amount of stock held in Massachusetts, | \$247,100 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|-------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 5 | Jan. 1, 1920, . | \$75,000 00 | \$3,750 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 1,820,507 |
| Number carried per mile of main railway track operated, . | 112,830 |
| Number of car miles run, | 501,785 |
| Average number of persons employed, | 60 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|---------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | |
| Box passenger cars, | 12 | - | 12 | 12 | 24 |
| Open passenger cars, | 19 | - | 19 | - | 44 |
| TOTAL, | 31 | - | 31 | 12 | 68 |
| CARS — OTHER SERVICE. | | | | | |
| Work cars, | - | 2 | - | - | - |
| Other cars, | - | 2 | - | - | - |
| TOTAL, | - | 4 | - | - | - |
| Snow ploughs, | 3 | - | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|--------------------------|---|
| Highway vehicles: | |
| Tower wagons, | 2 |
| Express wagon, | 1 |
| Horses, | 1 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 15.793 miles. |
| Length of second main track, | .342 " |
| Total length of main track, | 16.135 " |
| Length of sidings, switches, etc., | .793 " |
| Total, computed as single track, | 16.928 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 2.967 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Westfield and West Springfield.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | 2 | - | 2 |
| Employees, | - | - | 1 | 1 | 1 | 1 |
| Other persons, | - | - | - | - | - | - |
| TOTALS, | - | - | 1 | 3 | 1 | 3 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORONOCO STREET RAILWAY COMPANY,

WESTFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James H. Bryan, *President*, Westfield, Mass. Robert B. Crane, *Vice-President*, Westfield, Mass. Charles J. Little, *Treasurer and Clerk of Corporation*, Westfield, Mass. Henry W. Ely, *General Counsel*, Westfield, Mass. John H. Ashley, *Auditor*, Westfield, Mass. A. D. Robinson, *General Manager*, Westfield, Mass. William H. Savery, *Superintendent*, Westfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

James H. Bryan, Westfield, Mass. Robert B. Crane, Westfield, Mass. James A. Crane, Westfield, Mass. Ralph D. Gillett, Westfield, Mass. Henry W. Ely, Westfield, Mass. Henry M. Van Deusen, Westfield, Mass. Charles J. Little, Westfield, Mass. Luke S. Stowe, Springfield, Mass. Henry C. Page, Springfield, Mass. John P. Pomeroy, Great Barrington, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JAS. H. BRYAN,
H. M. VAN DEUSEN,
LUKE S. STOWE,
JAMES A. CRANE,
HENRY W. ELY,
R. B. CRANE,
R. D. GILLETT,
CHARLES J. LITTLE,
HENRY C. PAGE,

Directors.

CHARLES J. LITTLE,

Treasurer.

WM. H. SAVERY,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. Nov. 1, 1905. Then personally appeared the above-named James H. Bryan, H. M. Van Deusen, Luke S. Stowe, James A. Crane, R. D. Gillett, Charles J. Little, Henry W. Ely, R. B. Crane, William H. Savery and Henry C. Page, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES F. ELY,

Justice of the Peace.

LEASES.

LEASES.

LEASE OF THE HAMPSHIRE STREET RAILWAY TO THE HOLYOKE STREET RAILWAY COMPANY.

THIS INDENTURE, made this seventeenth day of January, in the year 1905, by and between the HAMPSHIRE STREET RAILWAY COMPANY (hereinafter called the Lessor), of the one part, and the HOLYOKE STREET RAILWAY COMPANY (hereinafter called the Lessee), of the other part, both being incorporated by and under the laws of the State of Massachusetts,

WITNESSETH: that the Lessor doth hereby lease unto the Lessee all and singular its railways, lands, franchises, and other property of every description now owned, or hereafter to be acquired, together with all the rights, privileges, easements, and appurtenances thereto belonging, including the right to demand and receive to the Lessee's own use all tolls, rents, revenues, income, and profits of the demised premises, but not including its common seal and books of record and accounts.

TO HAVE AND TO HOLD the same unto the Lessee, its successors and assigns, for the term of twenty-five years from the day of the date hereof.

1. The Lessor covenants that during the continuance of this lease it will maintain its corporate organization in due form of law, and for that purpose will hold all necessary meetings, elect all necessary officers and make and keep all necessary records, reports, and returns required by law at an expense not to exceed one hundred (\$100.00) dollars per annum, which the Lessee covenants to pay on or before the date of the annual meeting of the stockholders of the Lessor in each year.

2. The Lessee may use the name of the Lessor in bringing or defending any suits or proceedings in law or equity which may be necessary for the due protection, preservation and full enjoyment by the Lessee of all the property, rights and privileges hereby leased, but the Lessee shall save and hold the Lessor harmless and indemnified from and against all loss, cost, damage and expense arising therefrom.

3. The Lessor covenants that in case the Lessee deems any part of the real estate or personal property hereby demised unnecessary for the purposes of the said railway and desires to sell the same, and the directors of the Lessor approve such sale, the Lessor will concur with the Lessee in such sale and in executing and delivering such instruments as may be necessary to transfer its titles therein to the vendee, and will cause such votes to be passed by its shareholders and directors as may be necessary; provided that the proceeds of any such sale shall be applied to the substitution of property of equal value to that sold, or shall be expended to increase the value of other property hereby demised, as the directors of the Lessor shall approve, and the Lessee agrees so to apply or expend the proceeds. And the Lessee may with the approval of the directors of the Lessor, pull down, alter and repair buildings and structures and change the location or position of the lines of rails, but shall replace any buildings or structures pulled down in whole or in part with permanent improvements of as great value. And the Lessee also agrees to keep said railway and other demised property in as good repair, order and condition as at the inception of this lease; and at the termination of the lease to surrender the leased premises and all property added thereto or substituted therefor in like good repair, order and condition.

4. In consideration of the premises the Lessee covenants with the Lessor, for the benefit of the shareholders for the time being of the Lessor, to pay the said shareholders respectively, as and for rent hereunder, a semi-annual dividend of two and one-half per cent on the shares of the capital stock of the Lessor lawfully issued and from time to time outstanding to the aggregate principal amount of \$60,000, and a like dividend upon any shares of the capital stock of the Lessor lawfully issued in excess of the said

principal amount of \$60,000, for the purpose and in the manner hereinafter provided, the said dividends to be paid on the first days of January and July in each year during the term of this lease to the persons registered as holders of the said shares on the tenth day next preceding each day for the payment of such dividend; and the Lessor's treasurer shall furnish to the Lessee, at least seven days before each semi-annual dividend day, a certified list of such shareholders, the first payment to be made on the first day of July, 1905, and in case this lease is terminated at any time prior to the seventeenth day of January, 1930, a proportionate part of such semi-annual dividend to be paid for the portion unelapsed of the half-year to the then registered holders of the said shares. And such payments of dividends shall be free and clear of all other charges, expenses and payments to be made or incurred under the provisions hereof. And it is agreed that all certificates of stock issued by the Lessor shall bear the following endorsement; "Interest on this stock is guaranteed at the rate of five per cent. per annum, for twenty-five years from January 17th, 1905, to January 17th, 1930, by the Holyoke Street Railway Company."

5. The Lessee covenants to pay all franchise or other taxes, charges and assessments whatsoever lawfully assessed upon or in respect of the leased premises or any part thereof during the term of this lease.

6. The Lessee covenants to insure and to keep insured such parts of the premises as are of an insurable nature for such sums and in such manner as shall reasonably protect the same against loss or damage by fire and to exhibit to the Lessor or its agents the policies whenever reasonably requested, and all sums received by virtue of any such insurance shall be applied in restoring and replacing the property injured or destroyed, or in making permanent improvements.

7. The Lessee covenants to save the Lessor harmless from all actions, suits, proceedings, damages, cost and expenses by reason of any acts or omissions of the Lessee in the operation, management or use of the leased premises during the continuance of this lease, and at its own expense, to defend in the name of the Lessor all actions, suits and proceedings that may be brought against the Lessor, or the leased property by reason of any act or omission of the Lessee, and to pay all such sums that may be recovered as damages or costs in any such action, suit or proceeding. The Lessee further covenants that it will pay to the Lessor all sums in excess of Five thousand (\$5,000) dollars which may be expended by the Lessor in defending any actions, suits and proceedings that may be brought against the Lessor by reason of any acts or omissions of the Lessor which may have occurred, previous to the date of this lease, and including all such sums as may be recovered from the Lessor as damages and costs in any such action, suit or proceeding.

8. The Lessee covenants at its own cost and expense to work and use the leased railway and property in compliance with the laws of the State of Massachusetts, and to make all returns and to do all things that may by law be required in respect of the whole or any part of the leased premises. And the Lessee further covenants to furnish all cars, equipment and apparatus of every description required for the use and working of the said railway in addition to the property hereby demised.

9 The Lessor covenants that it will issue, subject to the provisions of law for the time being and at the expense of the Lessee, additional shares or bonds, or both for the purpose of raising money to pay for permanent improvements and permanent additions to the leased premises, and to an amount sufficient for this purpose, whenever requested by vote of the board of directors of the Lessee, provided such improvements and additions shall be approved by the directors of the Lessor, and will deliver such shares and bonds to the Lessee to be used for the said purposes, and will also issue bonds whenever so requested for the purpose of renewing or refunding any bonds hereafter issued under these presents. And none of the said shares or bonds shall be sold for less than par. All such bonds shall be secured by mortgage of all the property of the railway company and the Lessee shall concur in any such mortgage to the extent of its estate hereby acquired. Any premium obtained from the sale of bonds of the Lessor issued to renew or refund its bonds shall be used to provide permanent improvements and permanent additions to the leased premises, except such as are herein required to be provided by

the Lessee. And the Lessor agrees that its directors and stockholders shall pass votes and make all applications to the Board of Railroad Commissioners or other authority, and to take any other steps that may be necessary in order to issue stock or bonds as herein provided.

And the Lessor covenants that it will not issue any stock or bonds without the express request of the board of directors of the Lessee.

10. The Lessor and Lessee mutually agree that there shall forthwith be made a full and complete inventory and appraisal of the land, buildings, tracks, over-head construction and all other property of every nature and description demised by this lease, a copy of which inventory shall be furnished to the Lessor and also to the Lessee, and the same shall be conclusive evidence in any and all cases in which the question of the condition and value of the said property at the time of making this lease shall arise between them. The said inventory and appraisal shall be made at the expense of the Lessee by two disinterested persons, one selected by the Lessor and one by the Lessee, who in case of any disagreement may choose a third, and the decision of a majority shall be final. On the termination of this lease, whether by lapse of time or otherwise, a like inventory and appraisal shall be made of all the property then surrendered by the Lessee to the Lessor, and if the property surrendered is thus found to be of greater value than the appraised value at the commencement of the lease, with the addition of a sum equal to all amounts of money received by the Lessee from the issue of shares of stock and bonds of the Lessor, the difference shall be paid by the Lessor to the Lessee in money, within one year from the termination of this lease with interest at the rate of five per cent. per annum from such termination until the time of payment. And, if the property surrendered is of less value than the appraised value at the commencement of the lease and the said sum received from stock and bonds as aforesaid, the difference shall be paid by the Lessee to the Lessor in money within the same time and with like interest. And the Lessor and its agents shall be at liberty at reasonable times to enter upon the leased premises and inspect the same, and the Lessee shall afford all proper facilities therefor.

11. This lease is upon the condition that if the Lessee, its successors and assigns shall fail to make any semi-annual payment of rent as hereinbefore stipulated or any part thereof or shall fail to pay the interest of the said bonds in accordance with this agreement, or to perform and observe any of its other covenants or agreements herein contained, and such default continues for one month after written notice hereof from the Lessor to the Lessee, or if the estate hereby granted or possession of the premises or any part thereof shall be taken from the Lessee by legal proceedings or the appointment of a receiver, or if the Lessee or its successors or assigns shall assign or underlet the said premises or any part thereof without the assent of the Lessor on each occasion in writing, and notwithstanding any assent or waiver on any prior occasion, then and in any of the said cases, and without any other notice or demand, the Lessor may thereupon re-enter upon the demised premises or any part thereof in the name of the whole, and the same have and possess as of its former estate without prejudice to its rights of action for arrears of rent or breach of covenant, and upon such entry the said term shall end.

IN WITNESS WHEREOF, the said parties have caused these presents to be executed in duplicate by their respective officers, thereunto duly authorized and their respective corporate seals to be hereto affixed the day and year first above written.

HAMPSHIRE STREET RAILWAY COMPANY, Lessor.

By WALTER D. COWLS, *President*.

WM. S. LOOMIS, *Treasurer*.

HOLYOKE STREET RAILWAY COMPANY, Lessee,

By WM. S. LOOMIS, *President*.

LOUIS D. PELLISSIER, *Treasurer*.

Witness for all.

S. D. NEVINS.

[Terms of lease approved by the Board February 16, 1905.]

LEASE OF THE SPRINGFIELD & EASTERN STREET RAILWAY TO THE
SPRINGFIELD STREET RAILWAY COMPANY.

THIS INDENTURE, made this twenty-seventh day of October, in the year 1905, by and between the SPRINGFIELD & EASTERN STREET RAILWAY COMPANY (hereinafter called the Lessor), of the one part, and the SPRINGFIELD STREET RAILWAY COMPANY (hereinafter called the Lessee), of the other part, both being incorporated by and under the laws of the State of Massachusetts.

WITNESSETH: that the Lessor doth hereby lease unto the Lessee all and singular its railways, lands, franchises, and other property of every description now owned, or hereafter to be acquired, together with all the rights, privileges, easements, and appurtenances thereto belonging, including the right to demand and receive to the Lessee's own use all tolls, rents, revenues, income and profits of all the property leased, but not including its common seal and books of record.

TO HAVE AND TO HOLD the same unto the Lessee, its successors and assigns, for the term of twenty-five (25) years from the first day of September, 1905.

1. The Lessor covenants that during the continuance of this lease it will maintain its corporate organization in due form of law, and for that purpose will hold all necessary meetings, elect all necessary officers and make and keep all necessary records, reports and returns required by law at an expense not to exceed two hundred (\$200.00) dollars per annum, which the Lessee covenants to pay on or before the date of the annual meeting of the stockholders of the Lessor in each year.

2. The Lessee may use the name of the Lessor in bringing or defending any suits or proceedings in law or equity which may be necessary hereafter for the due protection, preservation and full enjoyment by the Lessee of all the property, rights and privileges hereby leased, but the Lessee shall save and hold the Lessor harmless and indemnified from and against all loss, cost, damage and expense arising therefrom.

3. The Lessor covenants that in case the Lessee deems any part of the real estate or personal property hereby demised unnecessary for the purposes of the said railway and desires to sell the same, the Lessor will concur with the Lessee in such sale and in executing and delivering such instruments as may be necessary to transfer its titles therein to the vendee, and will cause such votes to be passed by its shareholders and directors as may be necessary; provided that the proceeds of any such sale shall be applied to the substitution of property of value at least equal to that sold, or shall be expended to increase the value of other property hereby demised, and the Lessee agrees so to apply or expend the proceeds. And Lessee may with the approval of the directors of the Lessor, remove, alter and repair buildings or structures and change the location or position of the lines of rails, but shall replace any buildings or structures pulled down in whole or in part with permanent improvements of as great value. And the Lessee also agrees to keep said railway and other demised property in as good repair, order and condition as at the beginning of the term of this lease; and at the termination of the lease to surrender the leased premises and all property added thereto or substituted therefor in like good repair, order and condition. (And the Lessor covenants that it will at any time or times hereafter upon the reasonable request of the Lessee, make, do and execute, or cause, or procure to be made, done and executed all and every such further and other lawful and reasonable acts, conveyances, transfers, assignments, and assurances in the law, for the better and more effectually vesting and confirming the premises and property hereby leased, or intended so to be, in and to the Lessee, as by the Lessee shall be reasonably devised, advised or required.)

4. In consideration of the premises the Lessee covenants with the Lessor, for the benefit of the stockholders for the time being of the Lessor, to pay the said shareholders respectively, as and for rent hereunder, a semi-annual dividend of two per cent on the shares of the capital stock of the Lessor lawfully issued and from time to time outstanding, the said dividends to be paid on the first days of January and July in each

year during the term of this lease to the persons registered as holders of the said shares on the 30th day next preceding each day for the payment of such dividend; and the Lessor's treasurer shall furnish to the Lessee, at least ten days before each semi-annual dividend day, a certified list of such shareholders, the first payment to be made on the first day of January, 1906; and in case this lease is terminated at any time prior to the first day of September, 1930, a proportionate part of such semi-annual dividend to be paid for the portion unelapsed of the half-year to the then registered holders of the said shares. And such payments of dividends shall be free and clear of all other charges, expenses and payments to be made or incurred under the provisions hereof. And it is agreed that all certificates of stock issued by the Lessor shall bear the following endorsement: "Interest on this stock is guaranteed at the rate of four per cent per annum for twenty-five (25) years from September first, 1905, to September first, 1930, by the Springfield Street Railway Company." And in consideration of such guarantee, such other endorsement not inconsistent with the terms of this lease or with any policy or law of the Commonwealth as the Lessee and the stockholders of the Lessor may agree upon, which endorsement when made shall be regarded as having been made for value received, and bind the owner and holder, for the time being, of any and all certificates of stock of the Springfield & Eastern Street Railway Company, and all certificates shall be thereafter held subject to such endorsement and the terms and conditions expressed therein.

(And the Lessee further covenants to pay the interest on Three Hundred and Thirty Thousand Dollars par value of the First Mortgage Gold Bonds of the Lessor now issued and outstanding, such payments to be made as such interest shall become due and payable; and to pay the interest upon any other bonds which may hereafter be issued at the request or with the consent of the Lessee.)

5. The Lessee covenants to pay all franchises or other taxes, charges and assessments whatsoever lawfully assessed upon or in respect of the leased premises or any part thereof or of the business conducted thereon during the term of this lease.

6. The Lessee covenants to insure and keep insured such parts of the premises as are of an insurable nature for such sums and in such manner as shall reasonably protect the same against loss or damage by fire and to exhibit to the Lessor or its agents the policies whenever reasonably requested, and all sums received by virtue of any such insurance shall be applied in restoring and replacing the property insured or destroyed, or in making permanent improvements.

7. The Lessee covenants to save the Lessor harmless from all actions, suits, proceedings, damages, costs and expenses by reason of any acts or omissions of the Lessee in the operation, management, or use of the leased premises during the continuance of this lease, and at its own expense, to defend in the name of the Lessor all actions, suits and proceedings that may hereafter be brought against the Lessor, or the leased property by reason of any act or omission of the Lessee, and to pay all such sums as may be recovered as damages or costs in any such action, suit or proceeding. The Lessee further covenants that it will pay to the Lessor all sums which may be expended by the Lessor in defending any action, suits and proceedings that may now be pending or hereafter be brought against the Lessor by reason of any acts or omissions of the Lessor which may have occurred, previous to the beginning of the term of this lease, and including all such sums as may be recovered from the Lessor as damages and costs in any such action, suit or proceeding. That it will save the Lessor forever harmless on all its obligations, including outstanding notes and bills payable, provided, however, that any payment made by the Lessee, by reason and on account of such obligations, shall be and remain a debt due from the Lessor to the Lessee, by reason and on account thereof, to the amount of the same together with interest at current rates.

8. The Lessee covenants at its own cost and expense to operate and use the leased railway and property in compliance with the laws of the State of Massachusetts, with no diminution in the facilities for travel, and to make all returns and to do all things that may by law be required in respect of the whole or any part of the leased premises,

or business conducted thereon. And the Lessee further covenants to furnish all cars, equipment and apparatus of every description required for the proper use and operation of the said railway in addition to the property hereby demised.

9. The Lessor covenants that it will issue, subject to the provisions of law for the time being and at the expense of the Lessee, additional shares or bonds, or both, for the purpose of raising money to pay for permanent improvements and permanent additions to the leased premises, and to an amount sufficient for this purpose, whenever requested by vote of the board of directors of the Lessee, and will also issue bonds whenever so requested for the purpose of renewing or refunding any bonds hereafter issued under these presents. And none of the said shares or bonds shall be sold for less than par. All such bonds shall be secured by mortgage of all the property of the railway company and the Lessee shall concur in any such mortgage to the extent of its estate hereby acquired. Any premium obtained from the sale of bonds of the Lessor issued to renew or refund its bonds shall be used to provide permanent improvements and permanent additions to the leased premises, except such as are herein required to be provided by the Lessee. And the Lessor agrees that its directors and stockholders shall pass votes and make all applications to the Board of Railroad Commissioners or other authority, and to take any other steps that may be necessary in order to issue stock or bonds as herein provided. And the Lessor covenants that it will not issue any stock or bonds except upon the written request of the board of directors of the Lessee.

10. The Lessor and Lessee mutually agree that there shall forthwith be made a full and complete inventory and appraisal of the land, buildings, tracks, overhead construction and all other property of every nature and description demised by this lease, a copy of which inventory shall be furnished to the Lessor and also to the Lessee, and the same shall be conclusive evidence in any and all cases in which the question of the condition and value of the said property at the time of making this lease shall arise between them. The said inventory and appraisal shall be made at the expense of the Lessee by two disinterested persons, one selected by the Lessor and one by the Lessee, who in case of any disagreement may choose a third, and the decision of a majority shall be final. On the termination of this lease, whether by lapse of time or otherwise, a like inventory and appraisal shall be made of all the property then surrendered by the Lessee to the Lessor, and if the property surrendered is thus found to be of greater value than the appraised value at the commencement of the lease, with the addition of a sum equal to all amounts of money received by the Lessee from the issue of shares of stock and bonds of the Lessor, the difference, together with any other indebtedness of the Lessor to the Lessee incurred under the provisions of this lease, shall be paid by the Lessor to the Lessee in money, within one year from the termination of this lease with interest at the rate of five per cent per annum from such termination until the time of payment. And if the property surrendered is of less value than the appraised value at the commencement of the lease and the said sum received from stock and bonds as aforesaid, the difference shall be paid by the Lessee to the Lessor in money within the same time and with like interest. And the Lessor and its agents shall be at liberty at reasonable times to enter upon the leased premises and inspect the same, and the Lessee shall afford all proper facilities therefor.

11. This lease is upon the condition that if the Lessee, its successors and assigns, shall fail to make any semi-annual payment of rent as hereinbefore stipulated, or any part thereof, or shall fail to pay the interest of the said bonds in accordance with this agreement, or to perform and observe any of its other covenants or agreements herein contained, and such default continues for three months after written notice hereof from the Lessor to the Lessee, or if the estate hereby granted or possession of the premises or any part thereof shall be taken from the Lessee by legal proceedings or the appointment of a receiver, then and in any of the said cases and without any other notice or demand the Lessor may thereupon re-enter upon the demised premises or any part thereof in the name of the whole, and the same have and possess as of its former estate without prejudice to its right of action for arrears of rent or breach of covenant, and upon such entry the said term shall end.

IN WITNESS WHEREOF, the said parties have caused these presents to be executed in triplicate and their respective corporate seals to be hereto affixed, and all as authorized by appropriate votes of the respective parties, the day and year first above written.

SPRINGFIELD & EASTERN STREET RAILWAY COMPANY, Lessor,
By CHAS. F. GROSVENOR, *President*.
A. J. PURINTON, *Clerk*.

Witness.

HENRY W. ELY.

SPRINGFIELD STREET RAILWAY COMPANY, Lessee,
By C. S. MELLEN, *President*.
JOHN G. PARKER, *Clerk*.

Witness.

ARTHUR E. CLARK.

[Terms of lease approved by the Board October 30, 1905.]

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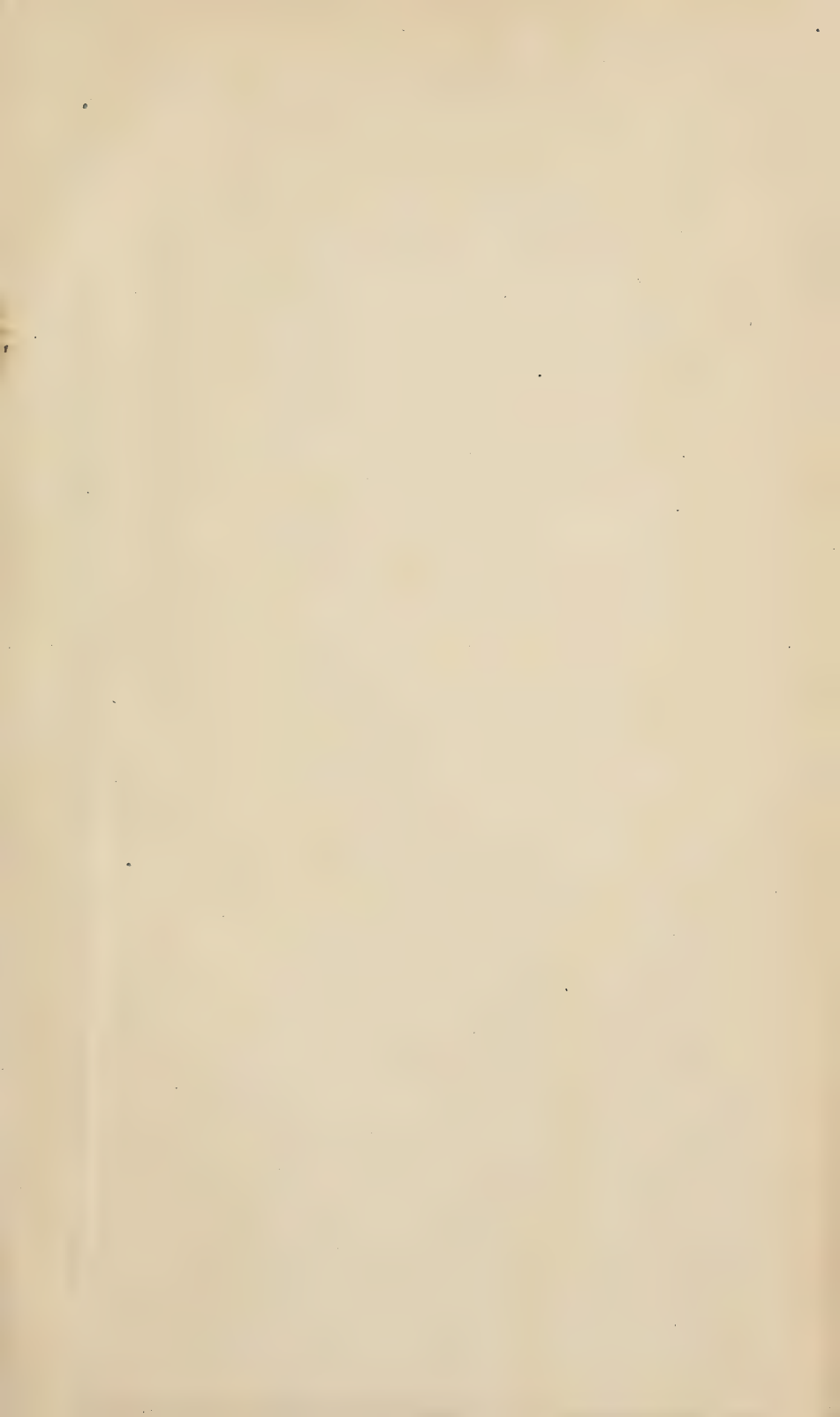
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